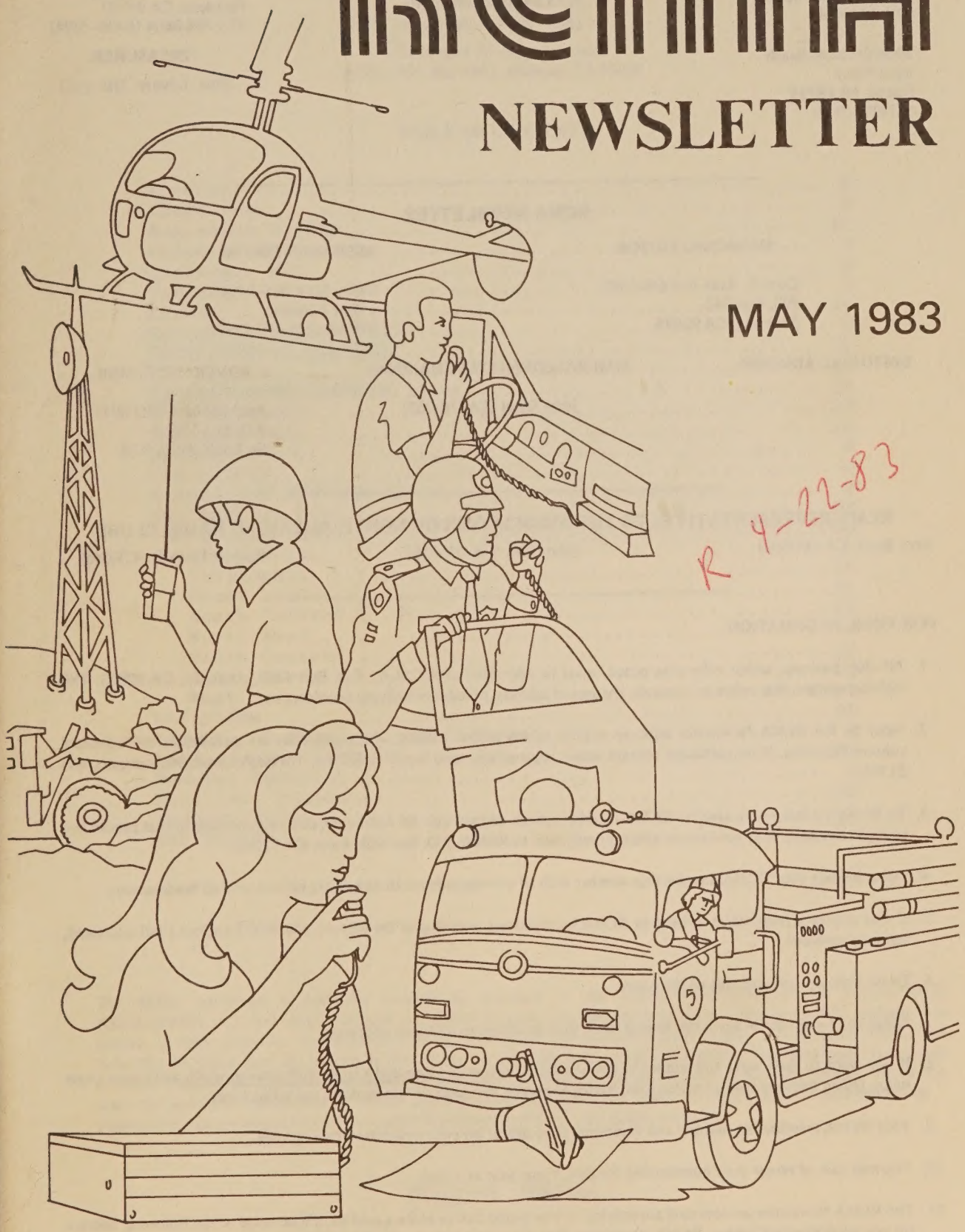
RCMA

NEWSLETTER

MAY 1983

R 4-22-83



FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

RCMA BOARD OF DIRECTORS

PRESIDENT

Larry Smith (MI-001)
1223 Vinsetta Blvd.
Royal Oak, MI 48067
313-542-4791
or
8984 Crescent Beach
Sand Point
Pigeon, MI 48755
517-856-2830

VICE PRESIDENT

John Arendt (IL-012)
327 Boulder Hill Pass
Oswego, IL 60543

SECRETARY

Bill Ell (CA-LA-185)
2831 Hermanos St.
Pasadena, CA 91107
213-796-0804 (8AM–5PM)

TREASURER

Mike Lussier (ID-001)

RCMA NEWSLETTER

MANAGING EDITOR

Carol E. Ruth (CA-OR-100)
P.O. Box 542
Silverado, CA 92676

ASSISTANT EDITOR

Ginny Slick (MD-012)
1 West Potomac
Williamsport, MD 21795

EDITORIAL ADVISOR

MAILING COMMITTEE CHAIRMAN

Jerry Short (CA-OR-002)

ADVERTISING MGR.

Brad Leonard (MO-004)
P.O. Box 13602
St. Louis, MO 63138

RCMA REPRESENTATIVES TO THE ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

Jerry Short (CA-OR-002) John Clark (CA-OR-078) **Robert Horvitz (CT-048)**

FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A., P.O. Box 4563, Anaheim, CA 92803. This includes matters that relate to renewals, changes of address, newsletter delivery problems, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA, P.O. Box 408, Earp, CA 92242.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. The RCMA Newsletter accepts paid advertising. If you would like to place a paid ad, please write to the following address for our advertising guidelines: RCMA Newsletter, P.O. Box 13602, St. Louis, MO 63138

RCMA NEWSLETTER
Issue 86 May 1983
(c) Copyright. All rights reserved
RCMA, P.O. Box 4563, Anaheim, CA 93803

TABLE OF CONTENTS

Aircraft..... Ø
ANARC News..... 6
Beginners Corner.....57
Below 30 MHz..... 7
Business, Etc. ..... Ø
Calendar..... 2
Canada.....10
Communications Profile..... Ø
Contact/Info Wanted.....11
FCC Topics.....12
Federal Government/Military.....14
International.....17
Low Band Skip.....18
Marketplace..... Ø
Miscellany..... Ø
Monitoring and the Law..... Ø
New Members List.....68
Photo Department.....58
Public Safety:
  California.....50
  Great Lakes.....21
  North Central.....23
  North East.....34
  South Central.....27
  South East.....39
  West.....46
Railroads.....62
Reports of Meetings and Officers..... Ø
Space Communications.....63
Special Feature..... Ø
Technical Topics.....65
Thought Waves..... 3
VHF Marine.....66

The RCMA Newsletter is published monthly by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico—$18.50; Europe—$20.00, South Pacific and Asia—$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted © Reproduction of any material in this newsletter is prohibited without prior written consent.

PLAIN PAPER
SIGN NAME, NJDOT
USE BOX 376 & NOTE
IT IS NEW ADDRESS.

** Calendar **

Send notices of upcoming events for the Calendar section to:
John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803.
Please send notices well in advance of the Newsletter deadline.

Greater L.A. Area R.C.M.A. Eric Christensen CALA045 Presiding
--Meetings tentatively scheduled each third Friday of the month--

April 15 FRIDAY Meeting at Mercury Savings and Loan, Valley View and Lincoln, Buena Park, Ca 8:00PM. 2nd Floor. Elevator in back.

General Sharing Session. Everyone is to bring something to share with the group.

May 20 FRIDAY Meeting at Mercury Savings and Loan, Valley View and Lincoln, Buena Park, Ca 8:00PM. 2nd Floor. Elevator in back.

Subject of discussion is not available at press time.

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, Il
two blocks east of St Charles Road exit from Eisenhouer Expressway Extention I-290 (phone 312 544 7277)

Visitors are welcome but please confirm the date in advance.

Saturday	April	23, 1983	1:00 PM
Saturday	June	11, 1983	1:00 PM
Saturday	July	30, 1983	1:00 PM
Sunday	August	28, 1983	Picnic / Field exercise
(write or phone for details about this fun day)			
Saturday	September	24, 1983	1:00 PM
Saturday	November	12, 1983	1:00 PM

A SASE on file assures notification of tours and other item which may be scheduled on short notice.

R.C.M.A. Connecticut Chapter

Contact Bill Moore CT 038 203-223-0840
950 Farmington Ave, New Britain, CT 06051

Southern New England Scanners Club

Contact Maurice Dandeneau RI 017 401-828-1641
P.O. Box 7052, Warwick, RI 02887

R.C.M.A. Minneapolis-St. Paul Area

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc) non members are welcome to attend.

NEED BACK ISSUES OF THE RCMA NEWSLETTER?

Lots (Months/Year)	No. of Issues	Price
Sept 75 - June/July 76 (No Oct or Nov published)	7	$2.00
Aug - Dec 76 (No Oct published)	4	$3.00
Jan - June 77	6	$4.00
July - Dec 77	6	$4.00
Jan - June 78	6	$5.00
July - Dec 78	6	$5.00
Jan - June 79	6	$6.00
July - Dec 79	6	$6.00

1980-82 back issues are now available at $1.50 per copy.

The following categories of postal rates are new. Please read carefully.

Order Total	Include This Amount of Postage
$ 1.50 - $ 5	$1.00
$ 5.50 - $10	$2.00
$10.50 - $15	$3.00
$15.50 - $25	$4.00
$25.50 - $35	$5.00
Over $35	$6.00

Send your request & check or money order (made out to RCMA) to Secretary Bill Ell:
2831 Hermanos St.
Pasadena, CA 91107

THOUGHT waves

Ginny Slick, RCMA Assistant Editor, 1 West Potomic, Williamsport, MD 21795

The town of Williamsport, MD., lies at an interchange of Highways 70 and 81. During the night of February 11, these highways became obstructed by accidents and abandoned vehicles. People were stopped everywhere. They sat in their cars, wondering what would happen to them during the long hours to come. Finally, the decision was made to close the highways, thus allowing the road crews and safety people a chance to begin cleaning up.

The Volunteer Fire and Ambulance Clubs of ordinary, little Williamsport faced a long night. They responded in an extraordinary way. They threw open the doors of their recently built fire hall to the stranded motorists, providing cots, blankets, food, and medical care. With four-wheel drive vehicles and anything else that could cut its way through the snow, they ferried the victims from the highway to the hall. Those few who chose to stay with their vehicles received several visits throughout the night from concerned volunteers, who checked on their well-being.

As I write this, three weeks have passed since the Blizzard of '83 completely turned around my monitoring hours. During that time, the normally dull hours from midnight 'til dawn were filled with action. There was seldom a silent minute. Out of the cold and unfriendly night there began to emerge a story of such warmth and caring that I felt I'd be remiss if I didn't relate it.

Meeting and interchanging at Williamsport, MD, the highways of 81 and 70 became obstructed by stranded travelers. People were stop-

ped everywhere with no hope of finding a warm resting place that night. Finally, the decision was made to close the highways, thus allowing the road crews and safety people time to clean up.

The Volunteer Fire and Ambulance Clubs of this ordinary town faced a long night. They responded in an extraordinary way. They threw open the doors of their recently built fire hall to the stranded motorists, providing cots, blankets, food, and medical care. With four-wheel drive vehicles and anything else that could cut its way through the snow, they ferried the victims from the highway to the hall. Those few who chose to stay with their vehicles received several visits throughout the night from concerned volunteers, who checked on their well-being.

Sometime around 3 A.M., I looked from my window. I could see no road; even the fence posts were blanketed with snow, yet the volunteers remained awake. In a letter to the editor of our paper, one of the stranded motorists wrote that it was about at this time that he woke to see the weary firemen quietly moving between the rows of sleeping people. They were gently covering them with extra blankets that had just arrived. Though the calls for Company 2 kept coming in, the men took on the added tasks with no complaint. And presently the sun rose; the highways re-opened, and the scene began again.

The seeds sown that night have already begun to sprout. People have sent countless letters to the paper. They stop in our businesses, telling us that they intend to keep coming back because of our friendliness. They say, "I love this little town. Believe me, it wouldn't have happened where I live!" But a recent letter and story from Tucson, Arizona attests to the fact that it could happen in any town serviced by our volunteers and public safety personnel. This type of caring is more typical than not.

The Tucson article brought the sad news of the death of our member, David Allen. David was 31 years old and had suffered from muscular dystrophy his entire life. David was very interested in radio communications, especially those of police and fire. These people responded to David and took a deep interest in him. They let him sit in the communications room and listen to dispatches.

Knowing that David was particularly interested in terrorist activities, Jack Moore, a retired police sergeant, invited him to cook up scripts for the terrorists to follow in a mock-up used to test the special units. David did this; typing up the scripts by using a stick held in his mouth. At least once, the terrorists came out on top in the exercise - evidence that the policemen were challenged by David's ingenuity.

To anyone bemoaning the state of our world, these examples should serve as rays of hope. They are further indications of something we always knew. Our public safety crews are composed of unique people; They are caring, tireless, and selfless. Blessings on them all.

Happy Hunting,

Ginny

YOUR THOUGHTS

1 West Potomac, Williamsport, MD 21795

To The Editor:

In the January issue of "Your Thought" Gardner Lorimer mentions that perhaps some members have developed computer programs for the storing of frequency data; and that perhaps it might be possible to share such programs with other members.

It just so happens that such programs are available for sharing! The scanner BBS in NYC at 212-991-1664 has scanner frequencies for the NYC area and a free computer program for scanner frequencies. Access and use of the BBS is completely free of charge to anyone calling in with their computer or terminal operating at 300 Baud. Many local RCMA members' names will be seen in the userlog.

Yours truly,
Ray Normandeau (NY-160)

To the Editor:

As suggested by the Thought Waves column of October, 1982, I often re-read the Newsletter and find something that I'd missed. Upon first reading the July, 1982 Newsletter, I became upset over the "special feature". I was hesitant to write, but after re-reading it, I felt that I would be reticent if I didn't express my concern.

Look at how much space was wasted in the article. It is double spaced and excessive space is taken between paragraphs. A good example of how to better use space is the "Below 30" column in the February, 1983 Newsletter. Here the editor has gotten good material into every available space.

At the end of the feature, a release from a scanner manufacturer is included. In the February, 1983 issue, a full page ad is given to a radio school. I firmly believe that these kinds of features and ads are actually free advertisements and should be eliminated.

In closing, I would like to state that my intent is not to attack any person. I owe my introduction to RCMA to this gentleman, and it is the best scanning source I know. I hope that this letter will be construed as constructive criticism and that the Newsletter will again be allowed to grow and grow. Keep up the good work, 73's, and Happy Monitoring!

Bill Mulhall (NJ-634)

To the Editor:

This letter is in reference to the advertisement/press release found on page 6 of the February, 1983 Newsletter. I'm sure that anyone who read it was able to recognize an advertisement; not a "press release" as asserted by the L.A. chapter of RCMA. The "press release" contained everything a paid ad would, including the percentage of California sales tax. If this type of "press release" continues, I see no need for RCMA to charge the rest of its advertisers.

Board of Governors: I suggest that you re-evaluate what is a press release and what is an ad. This ad covered a full page that could well have been given to columns asked to cut back recently. Also the revenue gained from such an ad could greatly help RCMA. Let's get with it, Board of Governors! Consider <u>all</u> of us. A press release should be a <u>public service</u> type message.

Duane Peck (MS-009)

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

For an annual subscription to the ANARC Newsletter, send $5 to:
Joe Barr, 1500 Bunbury Drive, Whittier, CA 90601. ($8 overseas subscription.)

This month's centerfold is an ANARC Convention registration form and preliminary program information - Editor

ANARC Convention 1983

July 15,16,17,18 1983 Westpark-Best Western Hotel
Rosslyn, Arlington, VA

The hotel is located accross from D.C.'s Georgetown, and is directly on the Metro line. Rates will be $45.00 per night, single, or $22.50 each for a double room. For more information send a SASE to WADXA, 606 Forest Glen Road, Silver Springs, Maryland, 20901, U.S.A.

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

Shortwave or HF catalogs are available from the following groups:

EGE, Inc., 13646 Jefferson Davis Highway, Woodbridge, VA 22191

Radio West, 3417 Purer Road, Escondido, CA 92025----including service and modifications.

Gilfer Shortwave, Box 239, Ridge Park, NJ 07656 --including service and modifications catalog $.25

Shortwave equipment reviews, suggestions, and comments are obtainable from

International DXers Club of San Diego, 1826 Cypress St. San Diego, CA 92154
This club is dedicated to the review of hobby equipment. Mostly HF, but now and then a comment on scanners. The editor appears to be quite competent and prompt with evaluations. Below are publications of IDxCSD referenced in this months Anarc Newsletter.

Shortwave Hobby Equipment Review 1981 (180p).....$5.95
1982 Supplement "A" -receivers not in above $2.75
1982 Supplement "B" -accessories, antennas, projects.....$2.75
1982 Supplement "C" -random, non-technical, ramblings.....$2.75
1983 Supplement to Equipment Review (194p).....$6.95
Subscription 4 quarterly updates to '83 supplement.....$7.00

BELOW 30 MHZ

Robert Horvitz, editor

This column is for AM, SSB, RTTY, CW & FAX reception reports, explanatory notes, articles, news & questions related to HF utilities. Services covered in this column include civilian aeronautical, coastal/marine, government, military, weather, etc. – essentially everything except broadcasting, CB & amateur radio. Send to: Robert Horvitz, 54 East Manning St., Providence, RI 02906

Along with the material published here last month, Guy (CAN-031) sent xeroxes of some frequency lists I've traced back to two interesting/inexpensive Canadian Coast Guard publications. It's actually one publication - Radio Aids to Marine Navigation - in two separate geographical volumes - "Pacific" and "Atlantic and Great Lakes" - each available in either English or French. Each volume comes out twice a year - in March and September - so the current editions should be right-up-to-date. Single copies are $.75 in Canada, $1 elsewhere. Subscriptions (one volume, two issues, specify which language) are $2 in Canada, $2.50 elsewhere. Payment by cheque or money order made out to: Receiver General for Canada. Mail orders to: Printing and Publishing, Supply and Services Canada, Hull, Quebec, Canada K1A 0S9. The Sept 82 editions said there'll be an increase in subscription rates sometime this year, so you might avoid confusion by just ordering single issues. A/GL volume is about twice the size of the P volume (128 vs 66 pp.) and there are "general" sections common to both. This overlap is a bit wasteful, but makes sense, and they're so cheap it doesn't pay to not get both. What follows is only a small sample, current as of last September:

Canadian High Seas Marine Telephone Service

VCS - Halifax		VAI - Vancouver	
transmit	receive	transmit	receive
4.4101	4.1157 USB	4.3853	4.0909
6.5188	6.2124	6.5188	6.2124
8.7871	8.2632	8.7375	8.2136
13.138	12.3672	13.1194	12.3486
17.2422	16.4693	17.2546	16.4817

Radiotelephone service to ships outside the range of VHF are provided by two Canadian Coast Guard Radio Stations: VCS Halifax serves the Atlantic, VAI Vancouver serves the Pacific. "Although intended primarily for the larger passenger and ocean-going ships, increasing use of the service is being made by smaller craft sailing the high seas."

The North American Part of the Worldwide Radio Navigational Warning System

The US Coast Guard is responsible for daily CW message broadcasts. Station NAM (Norfolk, VA) at 1500 + 2000 GMT to the northwest Atlantic on 5.870, 8.090, 12.135, 16.180 and 20.225. Station NMO (Honolulu) at 0300 + 1700 to the northwest Pacific on 4.525, 9.050, 13.655, 16.4575 and 22.595. Incidentally, a brief history + description of the system, which became fully operational in April, 1980, is available from NTIS as AD-A107 372/5 for $6 on paper, $4 on fiche. From the authors' abstract: "The WWNWS covers all international shipping routes through a system of 16 NAVAREA Broadcasts, all of which transmit warnings in English (the primary language of the NAVAREA II broadcast is in French) and some of which transmit warnings also in an additional language."

Ice Reconnaissance Aircraft Fax Transmissions

Two Electra L188C aircraft chartered by the Atmospheric Environment Service (call signs C-FNAY and C-GNDZ), plus a chartered DC-3 (no call assigned yet), transmit ice charts and analyses of ice conditions via radiofacsimile on a regular schedule between 1521-2300 GMT. In addition, Coast Guard Radio Stations VFR Resolute & VFF Frobisher Bay broadcast fax charts & analyses in the North American morning and evening hours. To receive all these transmissions, you need a WMO-standard fax unit, responding to 2300 Hz as black and 1500 Hz as white, with a drum speed of 120 RPM. Frequencies: 7.7081 primary, 3.2511 secondary, 15.6421 used by aircraft to transmit to Ice Forecasting Central. The latter frequency may be changed to 12.4245, 8.2844, or 6.708 if propagation conditions require. Frequencies given are carriers; receiver should be in USB mode for fax. Ice recon aircraft monitor 6.708 USB when their radios not otherwise in use.

Other information in Radio Aids includes: freqs & scheds for fax/RTTY broadcasts to Canadian Fleet; freqs, scheds, services provided & locations of all Canadian coast stations; radiobeacon lists; how the LORAN-C radionavigation system works; the Vessel Traffic Management Service stations; lots of coastal maps; and

Canadian Maritime Safety & Public Correspondence Frequencies

Ship	Coast	Mode	Purpose. Area (1 2 3 4 defined below).
2.003 MHz	-	J3E	Intership. St. Lawrence east of Montreal.
2.040	-	J3E	Intership (vessels other than fishing & towing).
2.054	2.054	J3E	Public correspondence.
2.118	2.514	J3E	Public correspondence. 1 2 4.
2.134	-	J3E	Intership (fishing vessels only). 1 2.
2.142	2.538	J3E	Public correspondence. S & NE coast Nfld, Labrdr & Atl coast.
2.158	2.550	J3E	Public correspondence (US vessels only).
2.182	2.182	H3E	International distress & calling. 1 2 4.
2.206	2.582	J3E	Public correspondence. 1 2 4.
2.237	-	J3E	Intership (other than fishing vessels). 1 2.
2.318	-	J3E	Intership (fishing vessels).
2.340	2.458	J3E	Public correspondence.
2.366	-	J3E	Intership (other than fishing vessels).
-	2.598	J3E	Weather & dangers to navigation broadcasts. 1 2.
2.638	-	J3E	Intership (shared with US vessels). 1 2.
2.738	-	J3E	Intership (shared with US vessels). 1 2.
2.815	2.530	J3E	Public correspondence. 2.
-	3.253	F1C	Facsimile. 4 (Frobisher & Resolute).
4.0692	4.3636	J3E	Public correspondence.
4.0816	4.376	J3E	Public correspondence. 1 2.
4.0847	4.3791	J3E	Public correspondence. 1 2.
4.0909	4.3853	J3E	Public correspondence.
4.1002	4.3946	J3E	Public correspondence. 1 2.
4.1157	4.4101	J3E	Public correspondence. 1 2.
4.1735	4.353	F1B	Radioteletype. 2.
4.1745	4.354	F1B	Radioteletype.
6.2062*	6.5126	J3E	Public correspondence. 1 2.
6.2124	6.5188	J3E	Public correspondence. 1 2 3.
6.2595	6.4975	F1B	Radioteletype. 2.
6.2605	6.4985	F1B	Radioteletype.
8.2136	8.7375	J3E	Public correspondence.
8.2291	8.753	J3E	Public correspondence. 1 2 3.
8.2632	8.7871	J3E	Public correspondence. 1 2.
8.2694	8.7933	J3E	Public correspondence. 1 2.
8.3555	8.7165	F1B	Radioteletype. 2.
8.356	8.717	F1B	Radioteletype.
12.330	13.1008	J3E	Public correspondence. 1 2.
12.3486	13.1194	J3E	Public correspondence.
12.3672	13.138	J3E	Public correspondence. 1 2.
12.5105	13.0905	F1B	Radioteletype. 2.
12.5115	13.0915	F1B	Radioteletype.
16.4817	17.2546	J3E	Public correspondence.
16.4693	17.2422	J3E	Public correspondence. 1 2.
16.5623	17.3352	J3E	Public correspondence. 1 2.
16.6755	17.2125	F1B	Radioteletype. 2.
16.676	17.213	F1B	Radioteletype.
22.0589	22.6549	J3E	Public correspondence.
22.2075	22.5765	F1B	Radioteletype.
22.2211	22.590	F1B	Radioteletype. 2.

J3E = SSB suppressed carrier

H3E = SSB full carrier

F1B = RTTY

F1C = Facsimile

1 = Newfoundland + Labrador

2 = Atlantic Coast, Gulf & River St. Lawrence up to & including Montreal

3 = Great Lakes (including St. Lawrence west of Montreal)

4 = Eastern Arctic

Frequencies with no areas specified all come from the "Pacific" volume, suggesting use in that area.

*published as 6.2602 in the A/GL volume, but that's probably a typo.

Shards & Glimmers

The possibility of the nuclear power system from the USSR's Cosmos 1402 surveillance satellite impacting on US territory put the Federal Emergency Management Agency (FEMA) on nationwide alert. According to a contributor who wishes to remain anonymous, anyone who had been tuned to 10.493 USB after 1900Z on January 23 would have heard an earful.

Hugh Vandegrift (TX-124) forwarded a letter he got from Dave Nugent (IN-002), responding to an inquiry about the RCMA ham net: "The RCMA net has been disbanded for some time now due to lack of interest. However, I would be pleased to entertain thoughts on the matter, possibly getting things going again. The old net was on 15 meters [around 18 MHz]..." Hope Dave won't mind if I give his address, in case some of the many RCMA hams are still interested: 2542 Birk Drive, Jasper, IN 47546.

Speaking of hams, there's an interesting little problem in the new WARC-authorized Amateur CW band at 10.100 - 10.150 MHz. Seems the federal gov't has retained a narrow strip of spectrum in that band for a high-priority, often-active and apparently class-

ified assignment "which cannot tolerate interference". According to the W5YI Report, "FCC has received an official government complaint that amateurs are not honoring the 10.109 - 10.112 MHz off limits area... The Field Operations Bureau has increased their 10 MHz surveillance and is issuing citations! Canadian amateurs also interfering, but little can be done about it since their government has authorized full 30 meter band (10.000 - 10.150) privileges at maximum power since last May." Any ideas what this mysteriously important channel (the "off limits area") is used for?

Ken Pehl (TX-003), our Public Safety/South Central Editor, sent a data sheet about radio station WPD in Tampa, FL, which offers the public radiotelegraphy service to ships at sea: "WPD has direct Telex and TWX connections to all offices subscribing to the same service. Personal messages and traffic to addresses without this service is passed to Western Union unless a request is made to telephone collect and a phone number given. Hours of operation: 8 AM to 8 PM local time, Monday/Friday; 8 AM to 7 PM local time, Saturday/Sunday; holidays no exception. HF frequencies: 4274, 6365.5, 8615.5, 13051.5, 17170.4 kHz. 'CQ' transmission on 8615.5 kHz and 13051.5 kHz with simultaneous keying available on all frequencies in operation. Traffic Lists 20 minutes past each ODD hour GMT and ten minutes before closing. Weather broadcasts on all frequencies in operation at 1420 and 2320 GMT... Advisories and warnings upon receipt from Hurricane Center Miami and at next scheduled broadcast..." Thanks, Ken.

Speaking of CW, on 19 February at 0346Z, a minute after Radio Miscus had signed off on 6.862 MHz, I heard three short bursts of high-speed CW sent before the transmitter shut down. Radio Miscus is - was? - a clandestine station broadcasting to the Indians who live on the Atlantic Coast of Nicaragua. Allegedly a "Christian voice", they're strongly opposed to the present government in Managua, and it's possible this CW transmission was intended for an anti-gov't agent. Unfortunately, I recorded over my tape before I had a chance to slow it down enough to decode it. And I haven't heard anything similar before or since. So it goes...

Finally, the March issue of The Monthly Ace (Association of Clandestine Radio Enthusiasts, PO Box 452, Moorhead, MN 56560; $6.95/year in the US, $7.95 elsewhere in North America, $10 by surface mail outside NAm) published a fascinating letter from Vincent J. Pinto: "Other observers and I have been hearing a weird new signal on 1622 kHz, since late January. The signal is not on continuously, rather, only on some evenings, and its hours are irregular. The signal has been noted to be weakly AM modulated with the audio portion of Group W's Satellite News Channel... I had a little free time recently, and decided to track this signal down. Station is legitimate, and indeed in Wash, DC area. It's a new type of service allocation for the freq band 1605 -1650 kHz. This service is called Broadcast Auxiliary. Apparently this new allocation arises from the recent ITU accords, and allocates this slice above the AM band on a secondary basis for remote links from cable studios to remote crews... The particular signal we were hearing was a link between the SNC home control board in Stamford, CT, and the field news crews in Wash, DC. SNC calls it their 'PL line' and essentially, a phone line carries their control or PL line from Stamford to Wash, DC, where, under local control, the signal is broadcast on 1622 kHz, to their field vans. The intended coverage range is only the immediate DC area [though it has been heard as far away as Michigan and Canada]. The voiceovers we were hearing were instructions to remote crews... The signal is basically on the air only when remote vans are out in the field. The FCC monitoring office believes there are six such services in operation on this band throughout the country at this point. Freqs are 1606, 1622 and 1646 kHz. The transmitter runs less than 100 watts RF out to a 5 foot tall vertical antenna on the roof of an eight story building... Station license is 'WJZ-PB'... I also spent time recently interviewing the FCC Monitoring HQ in DC. Since they are not really a monitoring station themselves, and are more of a central network control, he used his computer terminal to relay many of my 'real time' questions to various of their stations. I asked primarily about the CW mystery beacons between 1600 and 1750 [kHz], and also the funny carriers you hear at night between 1613 and 1650 kHz. These carriers seem to have a bit of FM on them, and often have clicks or chirps like a cricket. First off, they've never spent much time on the CW beacons, assume they are radio markers for fishing buoy nets. All have bearings off Florida coast and down toward the islands. At this point we started DXing together -- I would find wierd signals in the 1600 to 1650 band and call out freqs, and he would query several of his stations on that signal. They classify my clickers or chirpers or FM swisher carriers as all radnav signals. They call them crickets internally, and assume they are LORAN 'A' type signals... Well, I enjoyed DXing for a half hour with the FCC!"

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:
Robert Berezowski, 5832 Dalhousie Drive NW, Calgary, Alberta T3A 1T1 Canada.

Good morning everyone and welcome to the May Canada column. I assume of course that you get morning mail somewhere in Canada. April showers bring May flowers, and of course the peril of a good wicked thunderstorm to wipe out our equipment. But a good thing about spring is that we are starting to get longer days. Before I would arrive at the U of C while it was dark, and I left by starlight. I almost forgot what the sun looked like. Getting back to reality here,... I have a lot of rather old material that I am going to try and print over the next few columns. I am almost ashamed to print this material after such a long delay. The contributers will know how old it is, so my sincere apologies to the contributers.

First I will finish off a list of OPP frequencies that Guy (CAN-031) sent in a little while ago.

142.770/138.750	Avonmore
" / "	Balderson
" / "	King City
" / "	Mount St Patrick
" / "	Oak Height
" / "	Plantagenet
" / "	Ponty Pool
" / "	Primrose
" / "	Rockcliffe
" / "	Streetsville
" / "	Summit
" / "	Whitby
143.160/139.140	Ponty Pool
" / "	Wyoming
143.640/139.500	Ponty Pool
143.655	Fonthill
143.655/139.065	Chatham
" / "	Essex

That's all the OPP frequencies I have from Guy. I hope you all find them useful. I also have some publications of interest that Guy has passed along. They both can be obtained from the DOC Information Services, 300 Slater St, Ottawa, K1A 0C8. The first is entitled simply MSAT Fact Sheet. This 9 page document has some interesting information on future MSAT services and features, but does not go into any really technical details. The second item is a Telecommunications Regulation Circular. This document goes into detail on the new ITU emission designators. For example what is 16K0F3EJN? Order TRC 43 for this document. I do not believe there is a charge for either publication.

Bob(CAN-024) sent in an article which appeared in the Windsor Star on Oct 6, 1982. The item is entitled Essex Police Tune Out Unwelcome Listeners. It seems that the Essex Police have installed equipment on their mobile telephone channel that transmits a short tone (beep) on the frequency every 7 seconds. This apparently will lock a scanner on the channel even when the channel is not being used. The tones are filtered out by the police equipment so the officers are not annoyed by the beeps. But I am sure anyone who really wanted to listen could put up with the beeps. Thanks for the article Bob.

Brian (CAN-077) sent in some information on the Metro Toronto Ambulance service quite a while ago. He lists the frequencies used and other information of interest. Brian works full time for the Metro Ambulance Service. He gives 8 VHF channels used by Metro, the same channels (1 - 8) as listed in the August 1982 issue. At present there are no paramedics on the Metro service, but a program should be starting soon. Presently communications between the ambulances

Canada continued
and hospitals are done on the quadrant frequencies (Ch 1-4). PMs in the future will use the following frequencies in Toronto:

1. 413.6875/418.6875
2. 413.7625/418.7625
3. 413.8125/418.8125
4. 413.8375/418.8375
5. 413.8625/418.8625

The dividing lines for the four quadrants are Yonge St (for east and west) and Eglinton Ave (for north and south). Metro vehicles are assigned vehicle numbers from 825 to 999 by the Ministry of Health. Units 825-899 are special units (eg. 2 stretcher units). 900-999 are regular ambulances. The prefix 9 is substituted for the station number (eg. ambulance 900 from Station 35 becomes 3500). If the vehicle leaves the Metro area, they switch to the common channel and use the 900 series numbers.

The Tactical channel (Ch5 149.410) is used by all the 800 series vehicles and would be the main channel in a disaster situation. (The 900 series operate on the quadrant channels) Administration and Supervisors can be found on 148.360.

Paramedics are now working in the city of Oshawa and in the Min. of Health Air Ambulance Bandage I. Here are those frequencies:

Oshawa Patch 149.605
149.620
149.695 (Repeater 411.2875)
Bandage I Patch/Base 413.6875
Helicopter 418.6875
York Patch 150.100 (Repeater 414.3875)
Aircraft Medical Emergency 129.275

Thanks very much for this info Brian, and again my apologies for not running it earlier.

Next I have a letter from Harry(CAN-074). In his own words:

At 3 a.m. Thurs. Nov. 4, 1982 the Edmonton City Police switched over to their new Complaint Handling and Dispatch System (C.H.A.D.). The center under design for the last four years cost one and a half million dollars. The switchover means the staff of 90 in the communications division now dispatch out of the fifth floor of the new 22 million dollar police headquarters which opened in June. The system is unique in the world providing faster dispatch and more safety for officers on the street. In fact Interpol inquired about the network on behalf of an Australian constabulary. One feature allows for the logging of hazardous addresses where past experience has indicated greater caution might be required. The eight separate dispatch consoles are equipped with a new warbling alert tone to preceed any all channel major crime broadcasts.

Soon the Edmonton Fire Dept. will also move their dispatch center to the police building just down the hall from police communications.

Thanks a lot Harry. Only time to say see you next month with more moldy oldies.

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make known your interests. Remember – those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address. Write to: Amy Polivka, 12906 Ohio Circle, Omaha, NE 68164

E. WASHINGTON, W. MONTANA CONTACTS WANTED: Information wanted from Coeur d' Alene, Moscow area of Idaho and Pocatello, Idaho Falls area for active police, fire and miscellaneous frequencies. Send information or request for a checklist of possible frequencies to the member below. (1-25-83)
CASEY CROOKHAM (OR-054), Route 6, Box 242, Caldwell, ID 83605

Contact/Info Wanted continued

FREQUENCIES NEEDED: This member is looking for frequencies for the following: Buena Park Mall, Buena Park Anaheim Plaza, Anaheim Martin Luther Hospital, Anaheim High School District UHF frequency Irvine Meadows, Irvine. (1-26-83)
ROBERT A. STOFFEL (CA-OR-026), 1337 West Ave., Fullerton, CA 92633

NYC INFO WANTED: Would like frequencies and codes for New York City police, fire, EMS; scanning equipment monitoring actions and info on radio communications magazines also needed. (2-3-83)
E. MENCZER, EMT (NY-228), 169 Hooper St., Brooklyn, NY 11211

BEARCAT HELP WANTED: This member would like to know of any "out of band" frequencies for his Bearcat 210XL. Would like to know also the best all band antenna to use. (2-3-83)
ROBERT H. LANGDON (NY-225), 6 Sussex Place, Deer Park, NY 11729

FREQ/ID/CODES WANTED: For the areas of Carbon, Lebanon, Monroe, Northampton and York Counties in Pennsylvania. Will swap his Berks, Chester, Lancaster, Lehigh, Montgomery, Montour and Schuylkill Counties info or will pay copying and postage. (2-5-83)
M.C. RIPKEE (PA-085), 305 Haven St., Schuylkill Haven, PA 17972

REPAIR INFO NEEDED: This member is looking for a schematic diagram or a person who is qualified to repair a Tennelec Memoryscan (16 channel programmable scanner) manufactured in 1974 by the former Tennelec, Inc. of Oak Ridge, Tennessee. All replies will be greatly appreciated. (2-7-83)
RICK DAVIES (TX-127), 1516-D Broadmoor, Bryan, TX 77801

TO RCMA MEMBERS: Guy A. Kroger - MO-008 and IA-002 has moved to Box 455, Council Bluffs, IA 51502 - ph. # 712/328-0446. Also, would Wayne Guerrini (OK-?) please call or write this member.

ALSO: Above member needs law enforcement, fire, ambulance/rescue, mobile phones, amateur radio, wreckers, road crews (snowplows, etc.), railroad and airport and aircraft frequencies for Omaha, Nebraska and Council Bluffs, Iowa. Would also like Nebraska State Patrol and Iowa State Patrol frequencies. Also needs radio and TV station frequencies. (2-16-83)
GUY A. KROGER, (IA-002), Box 455, Council Bluffs, IA 51502

FCC TOPICS

George DuBois, Editor

FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

The FCC has amended Part 90 to allow new applicants in the VHF-high band to be located less than the present 10-mile separation standard from existing base stations on adjacent channels. A new user may now apply for a frequency separated by 15 kHz from an existing user, if he includes a statement of concurrence from all existing licensees on adjacent channels within 10 miles.

And, the FCC has eliminated the "two-second rule", the limit on the duration of non-voice (data) transmissions on two-way land mobile channels. And digital data communications will now be allowed equal status with analog (voice) communications, and may be authorized in any of the services where assignment of frequencies is coordinated among users. Previously, non-voice use was on a secondary, non-interference basis. There had been concern that data transmissions of unlimited length could interfere with an emergency voice transmission and some parties suggested simply increasing the time limit to ten seconds. But the Commission decided that any such limit could discour-

age developement of digital data technology.

Part 97 (Personal Radio Services) was amended to allow temporary licensing of new users in the 462 mHz General Mobile Radio Service. New users of existing, multiple-licensed repeaters will now be allowed immediate operation upon submitting their license application, using the temporary callsign "WT- ", followed by their local home or business phone number.

The FCC has begun granting waivers of Part 15 to manufacturers of cordless telephones. It seems that makers of these devices have been using the 1.6 to 2 mHz band with power in excess of that presently allowed for restricted radiation devices, which phones using carrier current systems are classified as. Some believe the Commission had tacitly approved the phones presently being marketed when they granted certification for the 49 mHz portion of the systems. Devices with specified higher limits will now be granted waivers of Part 15 for operation in the 1625 to 1800 kHz band. (The lower limit to protect Travelers Information stations on 1610, the upper limit to protect the Amateur Radio Service.) All new cordless phones must also have a label on the base unit warning that it "does not ensure privacy of communication". All this is temporary since, at the urging of the Commission, the industry has submitted petitions for rulemaking to find additional, new spectrum for cordless phones. Eventually, the AM Broadcast band is to be extended to 1700 kHz. One of the petitions asks for spectrum in the 46.6 and 49.6 mHz Government bands, the other in the 74.6-74.8 and 75.2-75.4 mHz bands. These last two bands are parts of the guard bands for the 75 mHz aircraft marker beacon frequency, which the 1979 WARC allows to be reallocated.

Another recent amendment changes the designations of coastal stations in the maritime service. Service provided by coastal stations will now be designated as High Seas, Regional or Local. The classifications had been Class I, II and III, respectively, designations first adopted in 1951. High Seas stations operate on shortwave frequencies above 3 mHz and Regional stations operate in the 2 mHz marine band, although regional service has been allowed in the 4 mHz band, also. Local maritime stations operate in the 156 mHz VHF band. Stations will further be identified as "telephony" or "telegraphy" and marine telephone stations will be identified as "Public" stations. A marine phone station on 161.9, for example, will now be licensed as a Public Local service Coast Station. Another provision of this amendment eliminates the requirement that VHF be used instead of regional (2 mHz) frequencies, when within range of VHF service. Originally intended to encourage use of the VHF maring band, it is now considered obsolete.

Part 81 was also amended to provide for exemption of the requirement that Limited Coast stations maintain watch on channel 16 (156.8), the distress and calling frequency. (A Limited Coast station is a private station, used for example, by a company to communicate with its own vessels.) The requirement is designed to ensure that a maximum number of stations will be monitoring ch. 16 at any given time. Since the Coast Guard maintains watch on ch. 16 the entire lengths of the US coasts, Limited coast stations in these areas may now be considered exempt from the requirement. Exemptions for inland stations will be handled on a case-by-case basis, and only where the Coast Guard or other Government agency provides watch.

In this same proceeding, the Commission is allowing the use of channel 88A (157.425) for simplex use by vessels on Lake Michigan, but only beyond the range of Canadian marine telephone stations. Channel 88 (162.025/157.425 in) is allocated for marine telephone use internationally which includes the Great Lakes, due to their proximity to Canada. Lake Michigan, though, is located entirely within the US and this amendment will allow simplex channel 88A to by used for commercial intership communications beyond 75 miles of the Canadian border.

Among recent proposals is one that will establish a spectrum utilization policy for use of frequencies above 946 mHz. The Commission is seeking comment on proposals to restructure the channeling plans in the 6, 12.7-13.25, 17.7-19.7 and 31.0-31.2 GHz bands, and to allow interservice sharing among broadcast, cable TV, common carriers and private services. Their intent is to provide more efficient use of the lower frequency bands and to encourage use of the higher bands. (There are presently no licensees in the 31 GHz band.) Their immediate concern is providing alternate spectrum for Fixed licensees (including

a number of Public Safety licensees) in the 12.2-12.7 GHz band, which was recently reallocated for Direct Broadcast Satellite service. Technical standards might be contained in a new rule part, Part 150.

At the request of the Coast Guard, the FCC is proposing to amend Part 83 to provide for the use of Class D and E Emergency Position Indicating Radiobeacons (EPIRBs). Class A and B EPIRBs operate on 121.5 and 243 mHz. Class C EPIRBs transmit for one second on channel 16 and then for 15 seconds on channel 15 (156.75) for use in direction finding. Their voluntary use was first permitted in 1979. Class D and E EPIRBs are similar but are for use on liferafts. The Coast Guard is considering mandatory use of them for certain craft. (See Jan. Marine column.)

Also, the Commission has released a Notice of Inquiry seeking comment on whether to allow small personal low-power emergency radiobeacons to be used on VHF or HF marine frequencies. These would be small, inexpensive transmitters which could be attached to clothing or a life preserver and would be used to alert a vessels crew to a man overboard or similar emergency situation.

In keeping with its deregulatory theme, the Commission is proposing to do away with the requirements that most maritime stations keep station logs. Although Public Coast stations and certain high-seas vessels would still be required to maintain logs, the requirements would be substantially lessened or eliminated completely for many Limited Coast, recreational and utility stations. The logs are seldom if ever used for any regulatory purpose.

And, finally, amendment of the VHF marine telephone channelling agreement with Canada is being considered. The amendment would reduce the maximum power and antenna height limits in the Puget Sound, Washington area. This would greatly increase channel re-use in the region.

Next month I hope to have full details of the new 900 mHz frequencies to be requested by the Government for Fixed use, the new CB service at 900 mHz and the new aircraft mobile telephone service

FEDERAL GOV'T and ☆ MILITARY ☆

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:
Dennis Biagioli, 607 W. Pleasant Ave., Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Greetings from downtown Villa Park, Illinois. This month's column gives me the opportunity to use my recently purchased Apple II+.

Let's get right to our first contribution, from REED DARSEY (AL-022) comes these from the Mobile, Alabama, area:

34.810 U.S. Fish & Wildlife Svc.
34.830 ditto
168.675 DeSoto Nat'l Forest (Wiggins)
163.410 U.S. Army Corps of Engineers
163.435 ditto
164.300 Coast Guard "Air FM"
139.650 Keesler AFB, beep-tone every 3 minutes
141.975 Navy-Pascagoula, paging
148.450 keesler AFB, medical paging
163.000 Army paging, Mobile (KLM-500)
163.485 Keesler AFB, security
163.535 Army, numerical data of dragline
168.525 va pager use, Golfport
173.900 Keesler AFB, medical usage
415.900 National Weather Service link (with 162.550)

Hugh Vandergift (TX-124) sends the following: "I have seen, from time to time, some incorrect acronyms associated with the Army medical references to "M-A-S-H", "M-U-S-T", and "CZH" . . . the acronym "M-A-S-H" (Medical Area Support Hospital) was replaced, and thus superseded, by "M-U-S-T" (Medical Unit Self-Contained Transportation), which in turn has been most recently replaced and superseded by "C.Z.H." (Combat Zone Hospital). Thanks, Hugh.

During the recent publicity relative to the closing of the TV series, "M-A-S-H", there was an item relating to what they said was the only operating "M-A-S-H" unit still active in the U.S. Army. The "Fifth MASH" was shown on field training at it's home base, Ft. Bragg, NC. The MASH (Mobile Army Surgical Hospital) is a part of the Rapid Deployment Force headquartered at Bragg.

A number of members have mentioned that they like to see more than just listings of frequencies. They are also interested in call signs, links, system descriptions, etc. If you have detailed systems information you'd like to submit, don't hesitate!

The following was submitted by Elmer W. Stanley (RI-018):

U.S. ARMY CORP. OF ENGINEERS

Emergency Communications Supplement - Waltham, Massachusetts

Repeaters: A- Channel 168.125 Mhz. - Mt. Ascutney

B- Channel 167.925 Mhz. - To fixed sta. mobiles.

Fixed Station and mobiles 163.025 Mhz. Goshen, Ct. Voice

Output B - 163.4375 Mhz. also Buzzards Bay - Cape Cod 168.325 Mhz.

Portables: F-1 163.025 Mhz. - F-2 163.4375 Mhz. - 168.125 Mhz. - 163.4125 Mhz

UHF Link Wachusetts 150 watts output 150.765 Mhz. - 148.665 Mhz.

WUA -21 Buzzards Bay Control
WUA -22 Sandwich
WUA -23 Wings Neck
WUA- 24 New Bedford
WUA -30 Springfield
WUA -31 Thetford
WUA -32 Hartland
WUA -33 Jamaica
WUA -34 Towshend
WUA -36 Keene
WUA -40 Franklin
WUA -41 Boscawen
WUA -42 Hopkinton
WUA -43 Ware
WUA -44 Peterboro
WUA -50 Athol
WUA -52 Barre
WUA -53 Hopkinton
WUA -54 Huntington
WUA -60 Charlton - Buffenville
WUA -61 Oxford
WUA -62 Sturbridge
WUA -63 Southbridge
WUA -64 Thompson
WUA -65 Mansfield

WUA -66 Southbridge
KAU-591 Goshen

Patrol Car WCM-2750
WCM-2752 Engineer
WCM-2753 Maintenance
C.E. Center
WUA - Net Control
Reservoir Control
424 Trapelo Street
Waltham, Mass. 02154

Division Network Personnel:

Gerald Roffey 1-617-894-2400
ext. 304

169.525 Mhz.

150.765 Mhz.

Wareham
Princeton
STOWE

Phil Porter (TX-097) sends this information of the Ft. Worth District Army Corps of Engineers:

These frequencies are in use in the Ft. Worth District of Texas.

	Call	Desc.-Sites
165.7125 (Rpt.)	WUI630	Lake Sam Rayburn,
	WUI611	Dam B-Town Bluff,
	?	Lake of the Pines
165.7125 & 163.4375 (Rpts.)	DFW Area-most of the following are equipped with both repeaters with some only on 165.7125.	

Callsign	Location
WUI	Dallas
WUI 6	Fort Worth
WUI635	Bardwell
WUI612	Hords Creek
WUI636	Stillhouse
WUI632	Navarro Mills
WUI621	North Fork
WUI631	Waco
WUI622	Laneport
WUI637	Somerville
WUI633	Proctor
?	Dutch Branch

Following are in Ft. Worth Dist. with the frequencies used unknown: (Note- two other repeaters in use in this district are on 163.4125 and 164.050-locations unknown)

WUI617	Belton
WUI610	Benbrook
WUI634	Canyon
WUI614	Grapevine
WUI615	Lavon
WUI616	Lewisville
WUI613	San Angelo
WUI61	Whitney
WUM5390	CTRO. Ft. Hood → special Locations?
WUM4425	SARO San Antonio → special Locations?

This info was confirmed by; Talking with a radio man for the Ft. Worth Dist, some monitoring when in the Dallas-Ft.Wth. area, and locations and calls taken from a radio plate out of a Corps of Engineers truck. I realize there are alot of pieces missing but I would welcome any additions or corrections.

And Gordon Newell (MA-021) sends Corps of Engineers information for the New England Net:

I have the following data for the New England Net which consists of Vermont, New Hampshire, Conn. and Mass. All operations are controlled from Waltham Mass. via 450 Mhz. and 2 Ghz. links to respective repeater sites. Channel allocation as follows:

Ch. 1. 168.325 Rptr out (163.025 in) 90 Watts. located on Mt. Wachusetts, Princeton, MA. Primary operations for Mass. and Conn.

Ch. 2. 168.125 Rptr out (163.125 in) 330 Watts. located on Mt Acutney in Vermont, Ivy Mountain in Goshen, CT., and Buzzards Bay, Cape Cod. Primary operations for Vermont and New Hampshire.

Ch. 3. 167.925 Rptr out (163.4375 in) Emergency Net used for flood control All repeater locations.

Cape Cod Canal operations are also on 163.4125, and telemetry Tx. and Rx

Federal Government/Military continued

for rain guauge data on 171.825, 171.925 and 169.450. Channels 1 and 2 are quite active mostly 8and 11 AM and 3PM.

Last month I erroneously said that the U.S. National Park Service protected Presidential Libraries. That is not the case, G.S.A. protects them as well as the Presidential Museums -- officially The National Archives and Records Service, General Services Administration. They sometimes share frequencies with other nearby agencies for mutual aid. And they may show up on local (civilian) channels occasionally.

That's about it for another month. Don't forget to send along your vacation site frequencies of National Parks, National Forests and Historical Sites. And don't forget, even more than listening, remember to have a safe vacation! Stay well . . .

73's -
Denny

International

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

G.B.I. FINAL THOUGHTS

In the previous two issues, I gave you my thoughts and observations on monitoring in Freeport, G.B.I. Here now are some final thoughts.

There isn't very much activity on the Island aside from the ever present taxi cab chatter, and it is easy to become discouraged. Inspite of this, the challange was still there- to do a virtually uncharted area.

In many cases, I was not able to verify the frequency I've reported Actual frequency might be ± .005 Mhz.(so that 165.255 might actually be 165.250 or 165.260).

The police activity was spotty and the signal was weak and not very distinct. It took a while to determine that I was listening to the police frequency. From the very little activity I monitored, it seemed that either the units or the officers were designated DELTA-1, ECHO-7, S-10, etc. I heard a call of QSS-5 and something that sounded like QDH (possibly QTH?) repeatedly. The accent and radio procedure (as reported earlier) also did not make for easy identification.

I actually had the radio in operation only three out of the four days we were there. Seems that two of the crystals in the BC250 finally gave out. (Yes-Virginia, your 'crystalless' BC250 does have crystals for tuning. I began to worry when even the ever present taxis disappeared. Another note about those crystals. They are sensitive little buggers and will crack if the radio is knocked or dropped. Considering that I drag my 250 around a lot, I guess I've been lucky they've lasted this long. Bob Ahern (MA-)of RMA Electronics also advises that cold will crack the crystals and that the luggage compartment of a jet can fall to -200F. The advice is to carry your radio with you.

The following is a list of "birdies" that popped up in Freeport. I list them because birdies are sometimes not really birdies and bear future examination. O/C-sounds like an open carrier N-a noisy channel

36.400-N	41.600-N	42.500-N	44.200-N	45.750-N
46.800-N	153.800-N	154.700±10-O/C		155.985-O/C
167.100-N	168.600-N	169.145-O/C	171.590-N	420.700-O/C
426.225-O/C	439.700-O/C	442.400-O/C	465.000-N	478.0375-N
499.7375-N				

A last thought- GBI is only about 100-115 miles from West Palm Beach and Miami, and very few stateside signals were heard. I didn't have an outside antenna but I anticipated more. And then there is that strange surveillance reception on 166.390 from the U.S. It might have been a signal that was keying a local repeater with the 390 output. This is something to be checked out by future monitors.

••••

There was an informal gathering last Friday of New York/New Jersey RCMA members. Rick Prelinger (CA-SF-002) was there with copies of his new NY Metro/NJ Scanner Master book. This is a comprehensive collection of frequencies, codes and maps edited by Rick based on actual monitoring information. An update service is also available. The book is a real beauty- the printing is clean and the data is presented in a format that is easy to use. At present, guides for CT/RI and MA are also available with upcoming editions to cover Philadelphia and Washington D.C. These can be ordered from Scanner Master Publishing Co., P.O. Box 428, Newton Highlands, MA 02161.

Until next month, שלום

LOW BAND SKIP
Send reports of distant stations received on the 30-50 MHz Band, as well as: information; comments; suggestions; question; and any items of interest regarding Low Band Dxing to:
Mike Britt, 14631 Yorba Street, Tustin, CA 92680

Greetings!

This Californian is attempting to dry out following the horrendous storms which devistated the region from January through March. Skip takes a backseat when tornados are cutting through Los Angeles and the floodwaters are rising at your doorstep!

There is a considerable backlog of material for this column, so I will get right down to business.

IDENTIFICATIONS MADE FOR FOREIGN SKIP

Following many hours of taping by myself and other RCMA members, and even more hours of decipering and analyzing the tapes of foreign skip, some positive IDs have been made.

Most of the identifications I have made were done so with the help of numerous persons who are learned and/or fluent in the various languages and dialects of the world. I never would have guessed some of the things we came up with.

The following stations were received by myself, as well as reported by several other members, from January to March, when this is being written. These were also heard during September and August, and seem to be the same stations predictably heard here in the U.S. at the start and end of each winter F_2 (solar related) skip cycle.

Low Band Skip continued

33.35 - Spanish, CUBA
both male and female speakers heard. The speakers tend to slur their words, making it difficult for even the most fluent Spanish speaker to understand all that is being said. Alerting type tones often preceed the transmissions when another station is being called. It is believed this is done to get the attention of the radio operator, who may be away from his or her post.
Stations heard:
"C.M.P. Control" (SAY/EMAY/PAY CONTROL)
"C.M.P. 20" (SAY/EMAY/PAY Viente)

C.M.P. 20 for C.M.P. 21 (calling)	C.M.P. Control for C.M.P. 28
C.M.P. 20 for C.M.P. 22	C.M.P. 44 for C.M.P. 46
C.M.P. 21 for C.M.P. 23	also:
C.M.P. 28 for C.M.P. 22	14 for 8
	18 for 26
	C.M.P. 20 working 11; C.M.P. 20 working 2

We haven't been able to figure out exactly what the C.M.P. stands for, or exactly what this operation is. I suggested "Cuban Military Post" (Cubana Militario Poste ?), however, I think "guarnición militar" would be the term instead. A friend (who will remain nameless) suggested it stood for "Cuban minds are primitive" (no offense intended), however, I think that is highly unlikely.

Mention of mules seems to come up quite a bit, and International Editor Rickey Stein probably remebers one conversation about "an infection in various parts of the mule". Maybe the "M" stands for "mula".

33.54 - Spanish, ARGENTINA (Note: a station from Ecuador is also on this freq.). This is a commercial business operation, apparently, with female operators heard. The speakers have a very pronounced and distinct accent common to the Argentines in the Rio de la Plata region of Argentina. "Buenos Aires" is mentioned quite a bit, and may be the place of origin.

33.76 - Spanish, MEXICO.
Male speakers heard, with a distinctive Mexican accent, charactorized by a sort of "twang" in their pronounciation. From what I have heard, this seems to be either an oil or mining operation. Located somewhere in central or southern Mexico.

(If anyone lives near a U.S. F.D. which uses 33.54 or 33.76 - esp. Indiana and Pennslyvannia, you might ask one of the dispatchers if they have heard any Spanish. I'm sure RCMA members aren't the only ones picking up these!)

Some other IDs are as follows(from Latin America):

35.04 - Spanish, Argentina, business
35.12 - Spanish, New York City, New York (what a let-down!), business
37.46 - Cuba
38.30 - Mexico, Oil ops -(listed as 35.35 in the Dec. '82 newsletter, in error.
38.60 - Mexico, Oil ops 35.35 is actually the 10.8IF image of 38.30 in this case).
39.34 - Honduras, business (both mentioned in an earlier L.B.S. column
39.34 - Peru, business
40.36 - Mexico, oil
40.56 - Mexico, oil
41.18 - Cuba
42.60 - Portugese, Brazil

38.10 - Cuba

(40.18 - listed in FEB '83 newsletter as "Oriental", in error, as it is not. Now it is "unknown language".)

Some confirmations on those skips heard by George (OR-001):

34.25 and 34.50 both confirmed Korean from Korea. 34.90 also IDed as Korean. 39.22, 39.26, 39.34, all confirmed Japanese from Japan, with a slight variation, in the Japanese heard from a speaker on 39.26. Possibly this one might be from Bonin Islands or Ryukyu Islands, where Japanese is also spoken.

39.46 turns out to be a very strange mixture of English and Spanish, all in an Oriental accent. The best bet seems to be the Philippines. No doubt someone who is out to confuse RCMA Dxers.

36.14 - I give up. Probably Martian or something similar. It is NOT Oriental, not a romance language, not Russian, etc., etc. It may be some obscure Eastern dialect. One source even suggested India, but I think he may just have seen "Gandhi" one too many times.

40.40, 40.45, 44.30, 44.325, 44.35, 44.55, all Spanish from Mexico. One positive ID: 44.325, a mining or similar operation from Poza Rica, Mexico, located about 30 to 40 miles south of Tuxpan on the Gulf Coast. The others all seem to be Oil operations, with numerous refrences to "bombas" (pumps) and líneas (lines, as in pipe)

Low Band Skip continued

UNITED KINGDOM RECEPTIONS

Another RCMA member who has supplied a tape of intercontinental skip heard during the November - December F_2 skip peak is Geoff (ENGL-005).

Geoff managed to pull in quite a bit of low band skip from the United States at his location in England. Even more noteable was the fact that he also received some Spanish transmissions from the infamous Argentina pagers!

What makes this even more incredible is that Geoff was getting all this on a Tandy (Radio Shack) Patrolman 50 tuneable receiver! Geoff presently uses this for low band Dxing, as he does not own a scanner which covers the 30-50 MHz range. The tuneable was connected to an extended ariel, of course.

It was rather a challenge to decipher Geoff's tape, understanding that the separation of signals was not very precise, and that frequencies could only be judged by guess.

Most of what was on the tape is obviously from North America, mostly from the Eastern seaboard of the U.S. Quite a few New England, New Jersey, and southern accents are present. The tape did yeild several U.S. call signs, which I was able to ID for Geoff. These were:

KIC 265 - 37.70, Louisville Gas and Electric, Louisville, Ky. This one was heard several times.
KFE 560 - 37.90, Highway Dept., Harris County, Texas.
KBM 772 - 35.52, H. J. Schneider Construction Co., Pittsburg, Pa.

Unfortunately, other calls heard simply were not clear enough to understand and be able to ID.

There were two other IDs made, however, through MORSE CODE CALLS heard. These all followed the same format, with several being heard by Geoff during the winter skip season. The calls sent were in the form:

QRA de (3 letters), (3 numbers).

Two IDs were:

QRA de KRM 749 - 33.04, Board of Regents, Madison, Wisconsin

QRA de KKB 439 - 35.22, CD Alert Central Office, Christianste, Va.

Geoff was curious to know if the calls he had heard were indeed from the continental U.S., and if so, why had they not been mentioned in the newsletter? He noted that he checked to see if these were harmonics of HF signals, but was not able to find them in the HF band. He also noted that the calls were of the format used in the VHF and UHF bands in the U.S., and not the 3-letter, 2-figure type heard on the HF bands from the U.S., or from U.S. forces in Europe.

Well, there is obviously some use of Morse IDs on the VHF-Lo band here in the U.S., but I was not sure how extensive this practice was, and I myself have never seen a mention of Lo-band Morse code calls in the RCMA newsletter. Therefore, I wrote to the clubs resident expert on such affairs as the use of call signs, George DuBois (FCC Topics). His reply was: "Yes, Morse code IDs have been allowed in some of the services for years, and in all the land mobile services since about three years ago."

With this information, I decided to seek out all the Morse code calls my ears could catch the next time there was suitable skip. This is a rather difficult task, as the calls are sent rather quickly, and therefore easily missed when your scanner is in the "search" mode. I did, however, catch at least a half-a-dozen in a period of several hours. (I had assumed that the calls would be most likely heard on the hour and half-hour, but I learned this was not the case at all). Stations I heard were from several eastern states, including "KKB 439" which Geoff had gotten. All of the Morse calls were from the 35 and 37 MHz freqs.

In all cases, there was no voice traffic present at any time surrounding the sending of the Morse ID. So why bother to ID? They are sent so quickly, that I finally resorted to using a tape recorder to assure I would hear them correctly. It seems to me that these must be coming from some sort of automated systems, and the Morse ID is actually on a tape, and not being sent by a person when it is heard. Geoff suggested that they may be triggered by another station, just like an 'answer back' on a telex machine.

If anyone has more information about why some stations in the Lo-band use Morse IDs, please let me know.

Other things heard by Geoff were:

-33 MHz U.S. fire departments, including; Lakes Region, N.H. on 33.90, Chester County, Pa. from 33.90, Dauphin County Pa., including "KGC 449", the Hershey Vol. Fire Company from Hershey, Pa., and numerous other F.D.s which seemed to be from the Eastern U.S.-from New Hampshire down to the South.

-U.S. military

-U.S. mobile phone traffic from 35 MHz

Low Band Skip continued

-The jumble of noises heard around 35.22 MHz
-U.S. pagers, including the intersystem pagers, both manual and computerized (eg: "call 4-0-6-9; 4-0-6-9; 4-0-6-9") and other telephone pagers from 35 MHz. Geoff says he hears these a lot, especially the hospital pagers ("Dr. Ross, call extension 4-2-5, extension 4-2-5").
- 33 MHz petroleum stations; 35 MHz businesses; 37 MHz P.D.s; 37 MHz utilities.

Geoff says that during the fall and winter, he hears French, Polish, and some Italian RF during the daytime, and then about an hour or two before sunset in the U.K., he will begin to hear U.S. stations. Like many other RCMA members, he says he gets quite a few HF Broadcast harmonics whenever the skip is in. Geoff also gets bursts of Over The Horizen (OTH) Radar from time to time. He says the highest he has ever gotten skip on the tunable was at around 39 MHz.

My thanks to Geoff for his most interesting, informative, and thought provoking contribution.

NEXT MONTH

I'll rap up the overseas skip reports with details of the amazing things Chuck (IL-141) has heard. And, those mystery repeaters have yielded some new and important information. As a matter of fact, it looks like 33.475 is from...(read next month!). 73,

Mike

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police; sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

PUBLIC SAFETY — GREAT LAKES:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

Brandt Niemuth, P.O. Box 541, Rosemont, IL 60018

Greetings from the Windy City.

From Bob (WI-001) comes some news on Wisconson;

WSP Dist 2 has further confirmation on prevouisly published freqs.
Platteville PD is on 154.100 along with the city shop (ed note: KNBH 878 as LG).
Outagamie County ch 2 155.820 R (154.905 in) - new. (ed ?: wonder what ch 1, ch 3, ch 4 is if any?)
Janesville PD - new rptr on 155.580 KAY 873 - 158.88 in.
Menasha City of PD is on the Neenah - Menasha ch 155.610.
Menasha Town of PD is on 155.145 (ed note: Bob is asking for confirmation on this one).
Wood County SD - new rptr on 155.550 (KYS 888 KYS 889) - 154.650 in.
Marshfield PD car-to-car was heard on 155.850. In the works is a new freq of their own - 155.310 - and off the countywide freq of 155.010.
Pewaukee City of has a strange new listing of 156.165 (Usually Highway Maintenance) in Police Service. Also listed on 151.010 & 159.000 in PH. This needs member confirmation/clarification.

Bob has also sent along a state map showing the various Wisconson County Highway Maintenance Frequencies (John Arendt - Eat your heart out).

Thank you Bob for a terrific contribution.

From John (IL-012) comes a note on Illinois State Police Dist 5 - Joliet - is now starting to use mobile extenders on the freq of 155.505. Both sides of the low band transmission (42.60 base _ 42.70 mobile) can be heard on the extender freq at his location - provided the mobile unit is within range.
ISP Dist 2 - Elgin - are getting "mobile extenders" with some units having them installed in late January. (I'm sure that John will let us know what this extender freq will be when he learns of it).

From Gary (IL-073) by way of John (IL-012) comes further ISP info;
The ISP scale at Williamsville (SC-34) is now using 154.935 for communication with Dist 9 Hdqtfs at Springfield. The use of 42.66 has apparently been dropped. 42.50 is still in use for communication between the scale & mobile units.

According to a dispatch monitored from ISP Dist 18 at Litchfield on Jan 22nd: Director Zagel of the Illinois Dept of Law Enforcement announced that a new location has been found for ISP Dist 11 - Maryville. An Agreement has been reached between the IDLE and the Madison Co Federal Savings & Loan, 101 W Main St, Collinsville for space to accomodate Dist 11 Headquarters. The IDLE will commence moving into the location effective Feb 1st.

A recent trip to the Granite City - Edwardsville area resulted in the monitoring of a dispatcher calling "ML units" on 155.430. This is most likely the Southwest Enforcement (MEG) Group located in the Wood River area.

Thanks to Gary (IL-073)

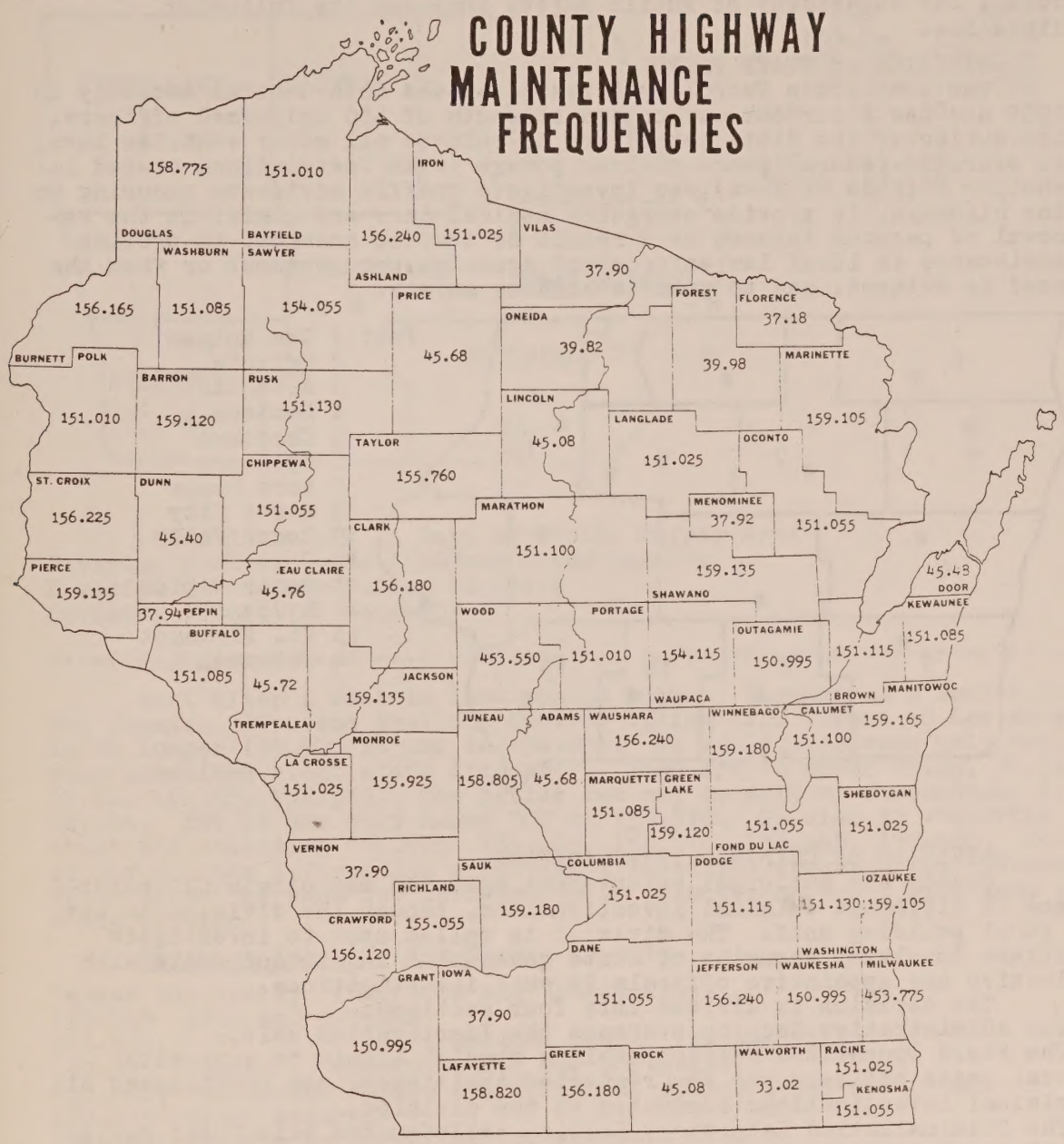
Next from Bob Q (IL-157) comes a couple of little tidbits for Chicago:

It seems that the mayor's security detail can be heard on 155.970.

During the February 22nd primary election for the new Democratic candidate for Mayor, 151.625 had some election related activity on it. (Ed note: I wonder if there was similar activity elsewhere?)

In reference to Ken Pehl's (TX-003) idea of a convention, I would like to take it beyond just for the state of Texas. I would like membership input regarding a national scanner convention that could be held in Chicago in 1984. The size of this will depend on membership interest (and financial situation). Please direct all inquiries and input to this editor at the address in the heading of this column.

On that note; Happy Monitoring



PUBLIC SAFETY — NORTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Iowa, Kansas, Missouri, Nebraska, N. Dakota, S. Dakota, and Minnesota:

Michael W. Scheel, RR #1, P.O. Box 221, Walcott, IA 52773

Welcome to another Public Safety-North Central. This month we have from Iowa: the Highway Patrol. From Kansas: miscellanous information. And From Minnesota: State Dept of Natural Resources.

It has been a month since the column, and my BC-250 is still in Indianapolis. You don't miss it untill it's gone as the song says. Last month on the MSP map has a mistake:car to car, should read car to base. As some you may have notice we have a distinct lack of information from North and South Dakota. So if anyone is planning a trip to or through these states please send something.

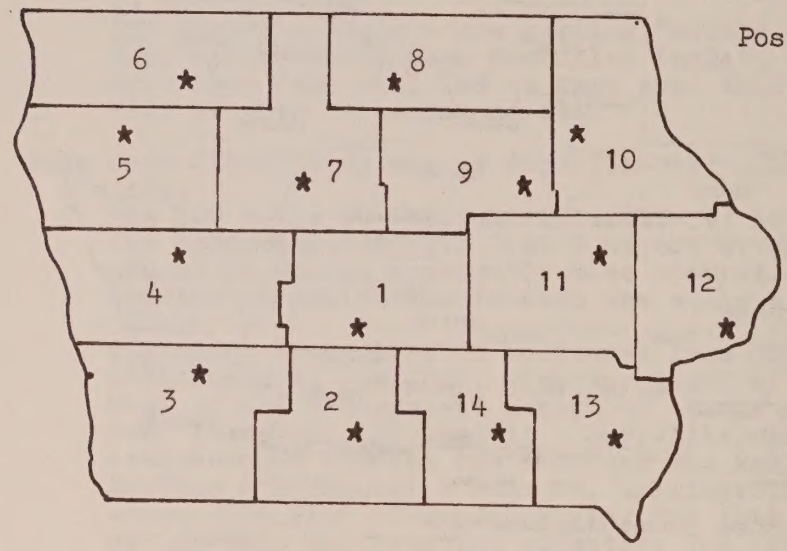
+++++IOWA++

The Iowa Department of Public Safety was created by the 48th General Assembly in 1939, through the consolidation of several departments and divisions under one executive designated as Commissioner of Public Safety. This consolidation allowed for coordination among enforcement and safety agencies at all levels of government within Iowa.

Today, the department of Public Safety includes the following divisions.

DIVISION of STATE PATROL

The Iowa State Patrol was created by the 46th General Assembly in 1935 and has a current authorized strength of 430 uniformed officers. the duties of the state patrol are to enforce all motor vehicles laws, to exercise general peace officer powers (with restrictions stated in chatper 80,Code of Iowa), to investigate traffic accidents occuring on the highways, to provide emergency medical care and assist in the removal of persons injured as a result of traffic crashes, to provide assistance to local law enforcement agencies upon request or when the need is evident, and to promote highway safety.



Post 1 Des Moines
2 Osceola
3 Altantic
4 Denison
5 Cherokee
6 Spencer
7 Fort Dodge
8 Mason City
9 Cedar Falls
10 Oelwein
11 Cedar Rapids
12 Davenport
13 Mt. Pleasant
14 Ottumwa

DIVISION of CRIMINAL INVESTIGATION

County and municipal enforcement agencies may obtain CID asistance in difficult criminal investigations, though the division is not a local policing unit. The division is called upon to investigate matters involving security of state government and to cooperate with elective and appointive officals in such investigations.

The division is divided into four sections:

The Administrative Section oversees the Identication unit.

The Field Operations Section assigns special agents to work with local peace officers who have requested assistance, and coordinates all criminal investigations conducted by the division.

The Criminalistics Laboratory Section includes the scientific equipment and technicians neccesary for criminal investigation and crime prevention.

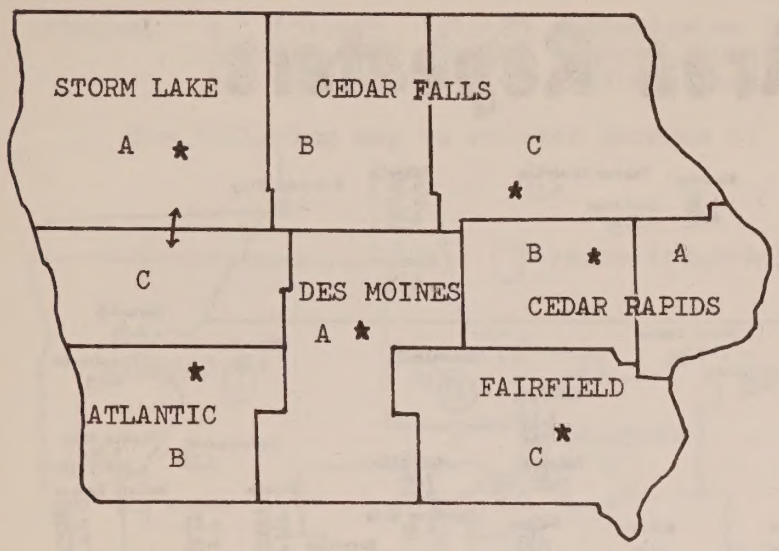
The Criminal Intelligence Section is reponsible for planning, developing and implementing a strategic intelligence program for the division, which includes providing immediate support to, and insuring coordination among,,specific investigations through the search for, and development and dissemination of, interrelated information contained in law enforcement and public records.

Outside the captiol area the agents are based at the Highway Patrol Post Headquaters.

PUBLIC SAFETY COMMUNICATIONS DIVISION

The communications division provides total police communication to the public safety sector, including Dept. of Public Safety, police departments, sheriffs' offices and other local, state, and federal agencies. These services include, but not are not limited to central dispatch service for emergency and operational situations, provision to public safety agencies, local, state, federal, of a total communications capability according to their needs, provision of a link between the field force, data banks and other sources of information necessary for the efficent operation of field officers; a system for relay of messages between and for all public safety agencies; a system for relay and dissemination of administravie orders and instructions, and a capability for meeting all disaster and contingency situations with needed communications response.

Public Safety - North Central continued



	DPS	LEA
A	155.640	155.790
B	155.655	155.685
C	155.565	155.700
CAR	155.430	
AIR	155.505	
AID	155.475	
POINT	155.370	

Other divisions in Dept of Public Safety are:
Division of Fire Protection and Investigation
Division of Administrative Services
Division of Capitol Security

++++++KANSAS++

Just after I sent in last months column, I received a letter from Bob Rankin. It seems that the control uplink from Topeka to Lawrence is no longer 154.920 it now is 154.935. He would like some help with some questions about state licenses . They are in order 39.06, 39.34, 39.62, 154.65, 155.535. The latter two may be dept of Corrections in Topeka. But he has only heard DOC on 155.310. He also is wondering about the following 154.695, 154.905, 154.920, 155.445, 155.460. So if any one has information about these 'mystery' frequencies. Please write direct or send the information to this column and I will pass it along to him.

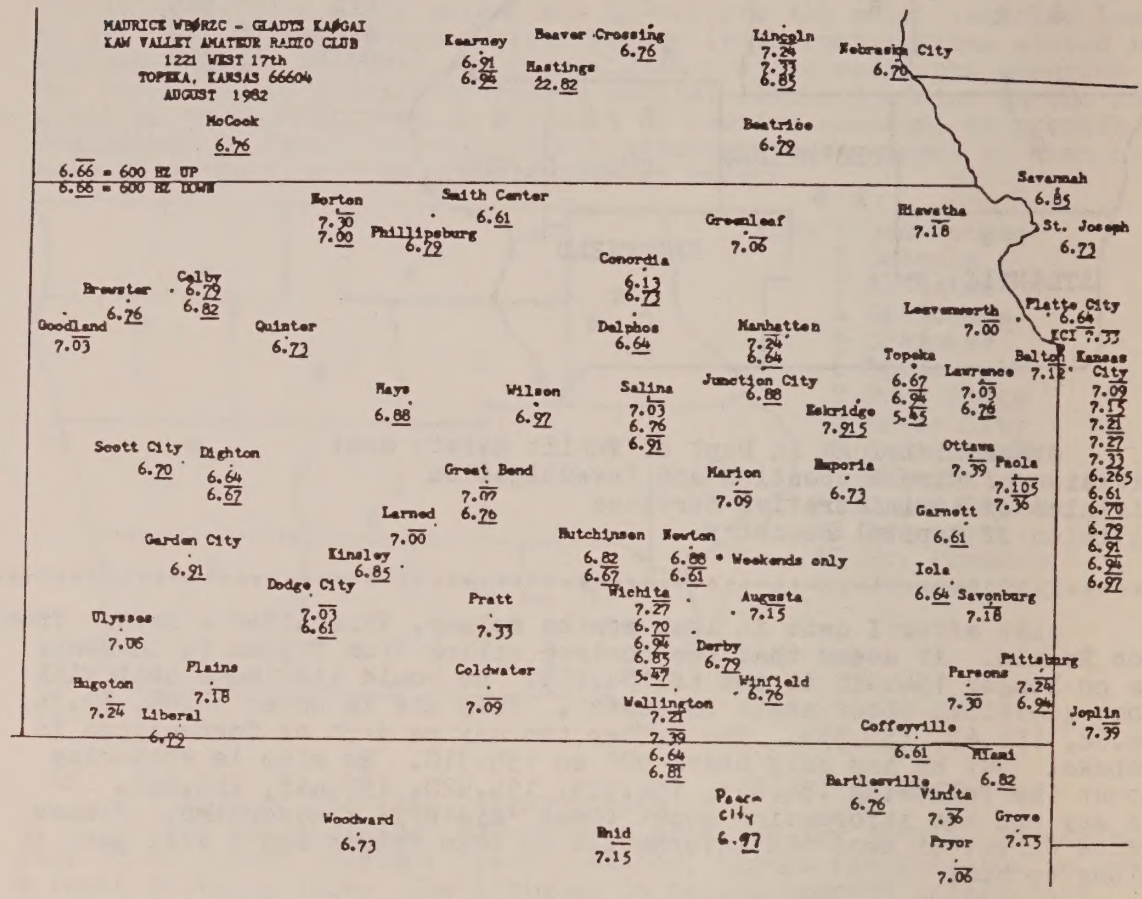
Northest Kansas (Bob Rankin KS-001)

Kansas University (Lawrence and Kansas City)
155.040 bldg and grounds
453.975 " " " K.U. Medical Center (Kansas City)
39.36 Police (patrol units and portables)
453.100, 460.275 University Police trafficunits, police detectives, and night security
152.990, 153.170 University Radio Station KANU-91.5 remotes and mobile units
155.295 K.U. Medical Center (Kansas City)
154.515 K.U. Athletic Corporation (use?)

Emporia State University
155.550 Police

Next month more from the sunflower state this time from Herb (KS-030) This month we close out Kansas with a Ham radio 2-meter band repeater map. again from Bob (KS-001).

Kansas Area Repeaters



++++++MINNESOTA++

More from James Schnoor (MN-003)

The MN/DNR Radio System chart indicates the regions of the Department of Natural Resourdes comprised for the main non-enforcement branches: 1-Forestery, 2-Fisheries/Hatcheries, 3-Parks, Recreation and Wildlife, 4-The enforcement Division of the DNR consists of Conservation Officers (Game Wardens) who use the State Patrol radio system. Not shown on the frequency chart is 151.190 used statewide in the state parks. Note also that DNR Channel 8 is 154.295 for the statewide Fire Mutual Aid frequency. This is because the Forestery Division has fire protection responsibilty for all rural fires. This frequency allows for coordination of the various agencies when responding to major fires.

Mobile Radio Frequencies

channel				
	1	151.265	151.265	BM
	2	151.265	159.270	RP
	3	151.325	151.325	BM
	4	151.325	159.315	RP
	5	151.385	151.385	BM
	6	151.385	159.435	RP
	7	151.475	151.475	MO
	8	154.295	154.295	MO

Pair 1 (GREEN)
Pair 2 (Blue)
Pair 3 (RED)
Statewide Tactical
Statewide Fire Mutual Aid

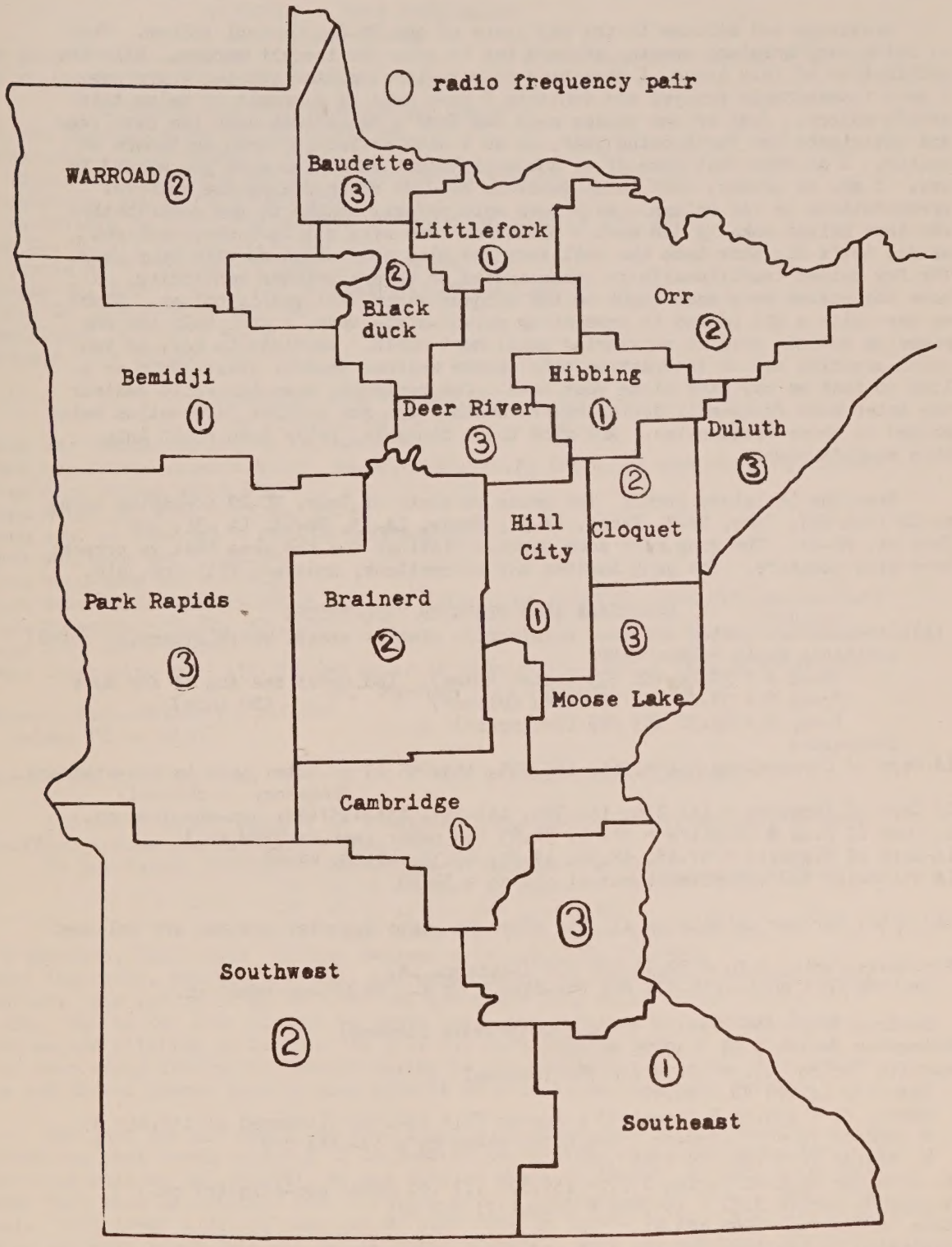
Base Radio Frequencies

channel				
	1	-------	-------	BM area simplex
	2	-------	-------	RP area repeater
	3	151.415	151.415	BA point to point
	4	151.415	159.464	RP Statewide repeater

ADDITIONAL BASE AND PORTABLE FREQUENCY ASSIGNMENTS

channel	4	151.475	151.475	Statewide Tactical
	5	154.295	154.295	Fire Mutual Aid
	?	151.190	151.190	State Parks

The following map is redrawn because of a bad photocopy.



++++++MISC. DEPT.++

Well Another column is done. Thank you to all those who has given information to this column. Have YOU contributed ? 73 -40-

PUBLIC SAFETY — SOUTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows – Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas:

Ken Pehl, 108 E. Centre St., Fredericksburg, Texas 78624.

Greetings and welcome to the May issue of the PS-So. Central column. That is not a very original opening anymore, but it gets the thought across. With the publication of this issue, I have been your regional editor for two years now. I have tremendously enjoyed the contacts I have made as a result of being this area's editor. Just as one pauses each New Year's to reflect upon the past year and anticipate the forthcoming year, so am I also reflecting upon my tenure as editor. I do hope that some of my accomplishments were also what you wished to see. I am, as always, open to suggestions on ways of improving the material presentations in the column. As I have said before, thanks to the contributors who have helped make my job such a pleasure. Now with all that sentiment put aside, let's dig back into the mail sack and play some catch up with your news. The May column traditionally is concentrated on severe weather monitoring. I have not gotten very much input on the subject since last year's column. Since we are quite a bit behind in presenting out-of-state news, I will hold the one piece on weather related monitoring until next month. Needless to say, if you catch anything new or interesting this severe weather season, please drop me a line so that we may pass along your news. One reminder, scan the radio amateur two meter band frequently during severe weather for any weather information being passed on these frequencies. And with those thoughts, let's jump right into this month's news.

From the Louisiana group: The group consists of Trey, NC-29 (recently moved to LA from NC), Tony, LA-3, Vance, LA-32, Hardy, LA-33, David, LA -31, and Charles, MS-22. The gang sent some partial listings for the area that we present here with pleasure. The gang invites any corrections, updates, fill-ins, etc.

LOUISIANA AREA DISPATCH FREQUENCIES

(all frequencies listed are used base/mobile simplex except where otherwise noted)

Louisiana State Police (LSP)

Troop A = 39.20 KKC 373 (Baton Rouge) (ed.note: see Aug 81 for more LSP info)
Troop B = 39.28 KKC 590 (New Orleans)
Troop L = 39.30 KKY 729 (Covington)

Statewide:

LA Dept of Corrections = 154.965, 155.925, 155.945 (? ed. note: last is non-standard frequency or channel)
LA Dept of Forestry = 151.235, 151.325, 151.355, 151.455?(Ed: non-standard ch.)
LA Dept of Fish & Wildlife = 31.06, 34.83 (ed note: last is USFW ch.)
LA Dept of Highways = 47.28, 47.30, 47.32, 47.36, 47.38, 47.40
LA statewide law enforcement mutual aid ch = 39.50

(ed. note: further details on all the above LA state agencies systems are welcomed)

Morehouse Parish S.O. = 39.56 KKA 296 (Bastrop, LA)
Bastrop PD = ch 1--155.535 KOB 784-disp.; ch 2--156.150-mob/mob? ch.

Bastrop Metro Amb Service = 462.550 (private company)
Livingston Parish S.O. = 39.76 KKD 616
Ouachita Parish S.O. = 39.74 KYO 740 (Monroe)
Ouachita (city) FD = 46.48
Monroe PD = 155.01 R (input ?) ; Monroe FD = 154.445 (licensed as 154.415 R)
W. Monroe PD = 155.790-ch 1 (ed. note: other ch's ?)--KKA 219
W. Monroe FD = 154.355 KNAU 356
St. John the Baptist Parish S.O. = 155.690 (?) (ed note: non-standard ch.)
Tangipahoa Parish S.O. = 154.830 R (input ?) KKD 621
State Capital PD = 460.450 R?
Washington Parish Amb. Service = F1-155.175--amb to office
F2-155.340--amb to hosp net
Jefferson Parish FD = ch ? 453.325 --Parish wide dispatching fire (simulcast)
ch ? 806.3675 R output--Jefferson Parish/East Bank Consolidated FD
ch ? 806.3875 R " --use?
ch ? 806.4125 R " --use?
ch ? 806.5125 R " --used for pre-code signals & 10-8
Baton Rouge area mutual aid net = 155.160
Acadian Amb. Service = 155.295, 155.340

University/Campus Security & PD's---

U.L./Shreveport = 163.515? (ed note: this must be a mistake but that's what it says)
LA Technical/Ruston = 153.980-security force
Northeast University/security = 158.955

MISSISSIPPI AREA FREQUENCIES
by Charles, MS-22

MS State PD net--155.490
MS State Game Wardens--45.00 & 45.04
MS Statewide S.O. common net--45.22

MS County's & PD's Dispatching Channels

Alcorn Co. S.O. = 45.10, 45.34 KBT 241
Alcorn Co. C.D. = 46.00
Corinth PD = 155.415 WQF 388 ; Corinth Ace Wtr/Pwr. = 158.265
Prentis Co. S.O. = 45.38 KTV 661
Booneville PD = 155.550 KKI 851 ; Booneville Hosp. = 155.340
Lee Co. S.O. = 45.10, 45.34 KJZ 351
Tupelo PD = 155.790; PD base (?)--155.580 (?)
Tippah Co. S.O. = 45.15 KJY 723-base; 45.26-mobiles
Union Co. S.O.= 45.18 KSM 340
Sheffielo, MS? PD? = 45.32
Baldwyn PD = 155.070 KBX 613

TENNESSEE AREA FREQUENCIES
by Charles, MS-22

Tenn Hwy Patrol--42.26, 42.28, 42.42
Tenn Hwy Patrol--(new)--45.58, 45.62,42.66, 45.70 (ed note: more details needed)
Tenn Fire mutual aid = 45.16
Tenn Metro (?) Fire = 33.64, 33.90
Tenn amb. to base net = 155.205 (statewide)
Tenn amb/hosp net = 155.340
Tenn hosp/nosp net = 155.280
Tenn Game Wardens = 159.240 R, 151.280 (?input to rptrs?), 156.295?(non-standard channel)
Tenn Forestry = 44.72, 172.425
Tenn S.O. net = 37.26
Tenn inter-city ch = 155.370 (ed note: It appears 460.400 is also an inter-city ch. Further info anyone?)
McNairy S.O.--460.175 R KIL 680
Selmer PD -- 37.26

Hardin Co. S.O./Savannah PD--460.375 R KNAR 413 (combined dispatch)

And while on the subject of Tennessee info, Bill's (TN-3) report, which has been shuffled around for quite some time, adds:

TN Hwy Patrol (THP): F? 42.42 Base to mobiles & c/c) statewide duplex
F? 42.26 mobiles to bases)
F3 42.56 admin. car to car ch.
F4 42.36 Nashville area radar cars tac ch.

Furthermore, Bill adds: TN Game Wardens ch's--151.235, 151.445.
Some ten-codes, courtesy of Bill, and other codes are included elsewhere in the column. Our apologies to Bill for the extremely long delay in publishing this info. Due to the time it took to print this, his info may be somewhat dated. But we are printing it in order to draw out more info on Tenn, a state which has been sadly lacking in representation in the newsletter. If any Tenn member is out there, please send us more details on your state agencies' systems.

And last but not least, we have finally obtained some info on another state which has been sorely missing in the newsletter's state representations, thru the generous help of Zel, MO-48! We are talking about Oklahoma! Zel has forwarded some info that he obtained from a friend of his residing in OK land. Thank you, Zel. It's taken a bit of time but we have finally gotten to it. May this also draw out more input from all you Oklahoma members. What say somebody, please? Zel has also included an Ok. Hwy Patrol 10-code list.

PRYOR OKLAHOMA AREA FREQUENCIES

Oklahoma Inter-city Net--155.670 (statewide) (ed note: 155.490 also appears to be another inter-city ch. too. Comments anyone?)
Oklahoma Fire mutual aid net--155.760 (statewide) (also police)
Oklahoma Hwy Patrol-- 44.70- base to mobiles & also car to car) statewide duplex
" " " 44.90- mobiles to base)
" " " 155.460--Vinita VHF relay (44.90 input?)

Public Safety - South Central continued

Mayes Co. S.O.--- 155.565 KKC 666
Pryor PD --- 154.845
Claremore PD --- 154.695 (Ed. note: Police Call lists this as state license KOO 51)
Vinita PD --- 155.890 (Ed. note: non-standard channel.)
Tulsa Co. S.O.--- 155.070 (Ed. note: given as mobile license in Police Call.)
Tulsa PD--ch? 460.025-use? ch? 460.300--use?
ch? 460.075-use? ch? 460.400--car to car ch.
ch? 460.175-use? ch? 460.500--car to car ch.

EMS/HOSP. FREQ...
155.340 Grand Valley Hosp.-Pryor KTI 604
155.265 Lifeflight Helicopter
155.280 St. Francis Hosp.-Tulsa KDK 718
155.400 Doctor's Hosp.-Tulsa KSQ 756

MISC FREQS
154.855 Whitaker State Home-Pryor
155.715 Grand River Dam Authority

From Bill, TN-3:

METRO-NASHVILLE FIRE DEPT AMBULANCE SERVICE TEN (10) SIGNALS 3-1-77

10-1 Receiving Poorly
10-2 Receiving Well
10-3 Stop Transmitting
10-4 Acknowledgment (I Understand)
10-5 Relay
10-6 Busy
10-7 Out of Service
10-8 In Service
10-9 Repeat (Reception Bad)
10-10 Out of Service - Available for Call
10-11 Dispatching (Speaking) too Rapidly
10-12 Visitor Present
10-13 Advise Weather and Road Condition
10-14 Escort Needed
10-15 Have Patient Present (Transporting)
10-16 Pick Up Patient at _____
10-17 Disregard Previous Traffic
10-18 Departing on Assignment
10-19 Return to Point of Dispatch
10-20 What is Your Location ?
10-21 Call This Station by Telephone
10-22 Take No Further Action
10-23 Stand-By
10-24 Trouble at Scene NEED (10-47, 10-48, 10-49)
10-25 Do You Have Contact With _____
10-26 Vehicle Mechanical Problem
10-27 Arrived at Hospital
10-28 Will Be Delayed with Patient
10-30 Enroute with NON-emergency Situation
10-31 Gassing Equipment
10-32 STAY OFF RADIO
10-33 Enroute with EMERGENCY Situation
10-34 Clear this Frequency for Dispatch Traffic
10-35 Paramedic Needed at Scene
10-36 What is the Correct Time
10-37 I Have Emergency Traffic for You
10-38 I Have Routine Traffic for You
10-39 Patient Refused Transport
10-40 Do You Have Traffic for This Station
10-41 Stay in Service
10-42 Change to Emergency Traffic
10-43 Investigate at
10-44 Meet Unit _____ at _____
10-45 Auto Wreck - NO Injuries
10-46 Auto Wreck - PERSONAL INJURIES
10-47 Send Another Ambulance
10-48 Send Wrecker
10-49 Send Law Enforcement Authorities
10-50 I Have NO Traffic for You

Public Safety - South Central continued

10-51 Stabbing
10-52 Shooting
10-55 Personal in Trouble NEED HELP
10-56 Supervisor Needed at Scene
10-57 Fight
10-58 Drunk
10-60 To Which Hospital do I Transport to ?
10-61 Change to Hospital Frequency - F. 1 - 155-340
10-62 Change to Hospital Frequency for Patient Information Hospital in Question Radio is not Working - Will Relay Information
10-63 Remain on F.2-155.205 Because F.1-155.340 is in Use Will Advise When to Switch
10-64 Possible D. O. A. - Death Imminent, Lifesaving Procedure in Progress, Request Emergency Team in Emergency Room on Arrival
10-65 D.O.A. - Death Obvious, Request Physician for Verification of Death Only
10-70 Gas Leak
10-71 Bomb Scare
10-72 Civil Disturbance
10-73 Train Wreck
10-75 Plane Crash
10-76 Bus Wreck
10-77 Cancel Rescue Truck (NOT NEEDED)
10-78 Send Rescue Truck for Manpower Only
10-79 Send Rescue Truck - VICTIM IS PINNED IN
10-80 Fire Call
10-81 Send Engine Company for Wash Down (HAZARD to Life Exists)
10-82 Send Electric Company - Wires Down
10-85 On Air to Get Food
10-97 Arrived at The Scene
10-98 Finished with Assignment ready for Traffic
10-99 Unable to Receive Your Signal

PATIENT CARE CODE

From Bill, TN-3:

Metcom
4-1-73

Cardio - Pulmonary

1. Airway Obstruction
2. Respiratory Arrest
3. Cardiac Arrest
4.
5.

Trauma

6. Shock
7. Hemorrhage Uncontrollable
8. Internal Injuries
9. Evisceration
10. Wound Gunshot
11. Wound Stab
12. Multiple Fractures
13. Cuts Head
14. Cuts Body
15. Cuts Extremity
16. Head Injury
17. Eye Injury
18. Neck Injury
19. Shoulder Injury
20. Chest Injury
21. Back Injury
22. Abdominal Injury
23. Pelvic Injury
24. Genitalia Injury
25. Hip Injury
26. Arm Amputation
27. Arm Injury
28. Arm Broken
29. Leg Amputation
30. Leg Injury
31. Leg Fracture
32. Hemorrhage Controlled
33. Bruises & Abrasions
34.
35.

Medical & Enviromental Emergency

36. Anaphylactic Shock
37. Heart Attack
38. Poisoning Ingested
39. Poisoning Inhaled
40. Drug Overdose
41. Burn Chemical
42. Burn Radiation
43. Burn Thermal
44. Convulsions
45. Epileptic Seizures

Subject to revision by TDPH

Public Safety - South Central continued

46. Diabetic
47. Kidney Problem
48. Mental Disturbance
49. Nervous Condition
50. Pneumonia
51. Stroke
52. Asthma
53. Appendicitis
54. Insect Bite
55. Snake Bite
56. OB (Hemorrhage) Miscarriage
57. OB (Labor)
58. OB (Delivered)
59.
60.

Patient Description

61. Unconscious
62. Semi-conscious
63. Chest Pain
64. Dyspnea
65. Emphysema
66. Abdominal Pain
67. Sick
68. Intoxication Drug
69. Intoxication Alcohol
70. Unruly
71. Drowning
72. Possible - Organ Donor
73. Dead on Arrival
74.
75.

Care Codes

76. CPR In Use
77. I V in Use
78. Oxygen In Use
79. Check Up
80. Convalescent
81.
82.

Obtained thru Zel, MO-48:

OKLAHOMA HIGHWAY PATROL RADIO COMMUNICATIONS

10-1 Receiving poorly.
10-2 Receiving well.
10-3 Stop transmitting.
10-4 Acknowledgement.
10-5 Relay.
10-6 Busy.
10-7 Out of service.
10-8 In service.
10-9 Repeat, conditions bad.
10-10 Out of service-subject to call.
10-11 Dispatching too rapidly.
10-12 Officials or visitors present.
10-13 Advise weather and road conditions.
10-14 Convoy or escort.
10-15 We have a prisoner in custody.
10-16 Pick up prisoner at _____ .
10-17 Pick up papers at _____ .
10-18 Complete present assignment quickly as possible.
10-19 Return to your station.
10-20 What is your location?
10-21 Call this station by telephone.
10-22 Take no further action last information.
10-23 Stand by until no interference.
10-24 Trouble at station unwelcome visitors, all units vicinity report at once.
10-25 Do you have contact with _____ .
10-26 Can you obtain automobile registration information from _____ .
10-27 Any answer our number _____ .
10-28 Check full registration information. (Lic., motor, name, stolen, etc.)
10-29 Check for stolen.
10-30 Does not conform to rules and regulations.
10-31 Is lie detector available?
10-32 Is drunkometer available?
10-33 Emergency traffic at this station clear?
10-34 Clear for local dispatch?
10-35 Confidential information.
10-36 Correct time?
10-37 Operator on duty?
10-38 Station report-satisfactory.
10-39 Your number _____ delivered to addresses.
10-40 Advise if Officer _____ available for radio call.
10-42 Complete drivers license record check.
10-43 Drivers license check only.
10-44 Check for records and wanted.
10-45 Meet for coffee.
10-46 Meet for vehicle or D.L. check.
10-47 Subject in question possible armed and dangerous or wanted.
10-48 Advise _____ to turn on the breathalyzer.
10-49 10-28 with amount of registration for weight paid for Size & Weight Units.
10-50 No calls.
10-51 Pick up a partner for road block assignment at _____
10-52 If unit available, set up block at _____ S.O. -P.D.).
10-53 10-6 on 10-46 at _____ .
10-63 Net Directed to _____ .
10-64 Net free.
10-65 Clear for item (message).
10-66 Clear for cancellation?
10-67 Station _____ carry this item (message).
10-68 Repeat dispatch.
10-69 Have you dispatched _____ .
10-70 Net message (state net traffic).
10-71 Proceed with traffic in sequence (busy here).
10-72 Information incomplete-no action will be taken until full information is furnished.
10-73 Information not in proper form-rewrite information and retransmit.
10-81 Officer No. _____ call this station.
10-82 Reserve room at hotel for Officer No. _____ .
10-83 Have Officer No. _____ call this station.
10-84 Advise telephone No. _____ your city, that Officer No. _____ will not return this date.
10-85 Officer No. _____ left this station for _____ .
10-86 Officer No. _____ left this for _____ at _____ .
10-87 Officer No. _____ will be in if Officer No. _____ will be in.
10-88 What phone number shall we call to make station to station call to Officer No. _____ .

STATION AND UNIT SIGNALS IN ADDITION TO 10 SIGNALS

11- What is my readability?
12- General test.
13- Unable to copy-change location and repeat.
21- Urgent or emergency traffic.
76- Accident, seriousness of which is not known.
77- General Emergency.
79- Call your office.
81- Minor accident (Reported).
82- Major accident, a person or persons reported to have been injured.
84- Report to Police Department or Sheriff's Office at _____ for information.
88- Drunk Driver.
89- Hit and run (state whether property damage or personal injury).
93- Report to Oklahoma City garage for car repairs or exchange if convenient.

From Tom, LA-3: NEW ORLEANS FIRE DEPT 10-code

10-1 Call By Phone (Specify Whom)
10-2 Involved in Accident (Specify Condition)
10-3 Police 10-3A or 10-3B
10-3A Used When Police are Needed to Disperse an Unruly Crowd.
10-3B Used When a Crowd Becomes Hostile or When Violence Occurs.
10-4 Message Received.
10-5 Emergency Unit or Ambulance Requested Specify F.D., N.O.P.D. or Ambulance.
10-6 In Service in Quarters.
10-7 Out of Service.
10-8 In Service on Radio.
10-9 Bomb Threat.
10-10 Public Service - (Specify) Gas or Electric.
10-12 Repeat Message.
10-13 Fire Prevention Inspector Requested.
10-14 Company Scene.
10-15 Photographer Needed.
10-16 State Fire Marshall Needed.
10-17 Building Inspector Needed.
10-18 Police Tow Truck Needed.
10-19 Mechanic Needed (Specify Reason).
10-20 What is Your Location?
10-21 Stand by for Additonal Information.
10-22 Check Origin of Call.
10-23 Holding all Companies for Investigation.
10-24 Holding Specified Companies (Fire Communication Will Return All Others)
10-25 False Alarm
10-25A Unnecessary
10-26 Working Fire (Give Nature of Fire)
10-27 Can Handle (Specify Nature of Fire, Fire Alarm , Return all Others)
10-28 Return to Quarters
10-29 Fire Under Control
10-30 Fire Out - Cancel Fire
10-31 Fatality (Fire Alarm will Notify Police)
10-32 District Chiefs on Duty Report to Headquarters
10-33 District Chiefs Needed (Specify Reason)
10-34 Extra Company on 1-11 (Report to District Chief)
10-35 Units Dispatched to Fire Scene to Await * Further Instructions
10-50 Operation Foamite
10-60 Dangerous Chemicals (Use Caution) SPILL
10-500 Enemy Attack
10-600 Civil Disaster, Operation Alert, Three Tones on Radio, then Repeated.
10-700 Civil Disaster, Operation Activate, Four Tones on Radio, then Repeated.
10-800 Natural Disaster, Operation Alert, Three Tones on Radio, then Repeated.
10-900 Natural Disaster, Operation Activate, Four Tones on Radio, then Repeated.

All of the above signals, 10-500, 10-600, 10-700, 10-800 and 10-900 should be cancelled by Fire Communications with one tone on radio followed by message cancelling whatever signal had been given out.

1-Tone Single Company or Assignment
2-Tones Box Alarm
* 2-Tones 2-11 or Greater

10-36 SUPPLY HOSE TENDER

From Bill, TN-3: Nashville-Metro P.D. 10 Code

SIGNAL	MEANING
1.	GO TO FEDERAL RESERVE BANK
2.	GO TO REAR OF MAIN POST OFFICE
3.	CALL HEADQUARTERS
4.	REPORT TO HEADQUARTERS
5.	CALL YOUR OFFICE
6.	CALL TELEPHONE NUMBER
7.	EMERGENCY SERIOUS SITUATION
8.	MEET
9.	DISREGARD
10.	RUSH QUICK ACTION DESIRED
11.	INFORMATION REQUESTED CONFIDENTIALLY
12.	SWITCH TO COUNTY WIDE
13.	BACK TO REGULAR CHANNEL

SIGNAL	MEANING
10-1	RECEIVING POORLY
10-2	RECEIVING WELL
10-3	STOP TRANSMITTING
10-4	ACKNOWLEDGEMENT (O.K.)
10-5	RELAY
10-6	BUSY — WILL CALL
10-7	OUT OF SERVICE
10-8	IN SERVICE
10-9	REPEAT (CONDITIONS BAD)
10-10	OUT OF SERVICE — SUBJECT TO CALL
10-11	DISPATCHING TOO RAPIDLY
10-14	CONVOY OR ESCORT
10-15	WE HAVE PRISONER IN CUSTODY
10-16	PICK UP PRISONER AT
10-17	PICK UP PAPERS AT
10-18	COMPLETE PRESENT ASSIGNMENT AS QUICKLY AS POSSIBLE
10-19	RETURN TO THE STATION
10-20	WHAT IS YOUR LOCATION
10-24	TROUBLE AT STATION, UNWELCOME VISITORS ALL UNITS VICINITY REPORT AT ONCE.
10-28	CHECK FULL REGISTRATION INFORMATION (LICENSE, MOTOR, NAME, STOLEN, ETC.)
10-32	HAVE DRUNKOMETER READY
10-40	ADVISE IF OFFICER AVAILABLE FOR RADIO CALL/
10-42	DRUNK
10-42D	DRUNK & DISORDERLY
10-43	WANT OFFICER — INVESTIGATION
10-44	DISORDERLY PERSON
10-45	AUTO WRECK — PROPERTY DAMAGE
10-46	AUTO WRECK — PERSONAL INJURY (STATE IF HIT & RUN)
10-47	SEND AMBULANCE
10-48	SEND WRECKER
10-49	CAR BLOCKING ALLEY / DRIVE
10-50	BREAK IN OR THEFT REPORT
10-51	CUTTING OR STABBING

SIGNAL	MEANING
10-52	SHOOTING
10-53	HOLDUP OR ROBBERY
10-54	MAN WITH PISTOL — SHOTGUN — KNIFE (SPECIFY WEAPON)
10-55	OFFICER IN TROUBLE
10-56	BURGLAR ALARM
10-57	FIGHT
10-58	PROWLER — MAN ON PREMISES
10-59	EXPOSURE OF PERSON
10-60	BLOOD RUN
10-61	FIRE CALL
10-62	PERSON SCREAMING

Signal	Meaning
10-63	BEATING CHILD / WOMAN
10-64	CORPSE OR D. O. A.
10-65	MAD DOG
10-66	BOMB SCARE
10-67	RAPE
10-68	KIDNAPPING
10-92	FIXED POST-TRAFFIC
10-93	TRAFFIC VIOLATION
10-94	PERSONAL RELIEF
10-95	MEAL TIME
10-96	TAVERN CHECK (LOCATION)
10-97	ON SCENE
10-98	ASSIGNMENT COMPLETE GIVE COMPLAINT
CODE	1000 BANK ROBBERY
CODE	2000 PLANE CRASH

PUBLIC SAFETY — NORTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows – New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware and District of Columbia:

Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

Hello once again from the Northeast! The big news this month is that we've added a new Sub-Editor to the column. Now, along with Eric Schneider for the Maryland, D.C. region we've got Tim Leber for the eastern Pennsylvania, southern New Jersey and Delaware areas. The real plus of the sub-editor system lies in the fact that these people live in and monitor the regions which you, the contributor, writes in or asks questions about. The sub-editor has far more knowledge than I could ever have concerning their neck of the woods and this all adds up to better, more clear and precise information for all. The only problem that arises with this format is that sometimes our sub-editors just don't receive much input. They can only rely on their data-base for so long. It is imperative that we all help out, otherwise the sub-editors will drop out and we'll have to go back to the old system. The quality of this column rests in great part on the members' shoulders.

Massachusetts

Brockton Police

Signal Series For Dispatcher's Use

1.	Fire					
2.	Red Alarm	A.	Audible	B.	Adt	C. Telephone
3.	Accident	A.	M/V	B.	Pedes	C. Industrial
4.	Prowler	A.	In progress	B.	Invest	C. Check Apt.
5.	Disturbance	A.	Domestic	B.	Drunk	C. Keep Peace
6.	Location					
7.	Out of Service	A.	Unavailable	B.	On portable	
8.	In Service out of Car	A.	On detail	B.	Coffee break	
9.	Check Motorist	A.	Acting susp.	B.	Dk opr.	
10.	Check Abandoned car	A.	Blocking/way	B.	Stolen	
11.	Hit and Run	A.	Just happened	B.	Invest	
12.	Police officer has prisoner					
13.	Police officer in trouble					
14.	Call home	A.	Emergency	B.	No hurry	
15.	Robbery	A.	In progress	B.	Invest	
16.	B & E	A.	In progress	B.	Invest	
17.	Larceny	A.	In progress	B.	Invest	
18.	Larceny-M/V	A.	In progress	B.	Invest	
19.	Mal-Damage	A.	In progress	B.	Invest	
20.	Emergency stay off the air (Unless emergency)					
21.	Dog complaint	A.	Barking	B.	Injured	
22.	Gang of youths	A.	In progress	B.	Invest	
23.	A & B	A.	In progress	B.	Invest	
24.	A & B by means	A.	In progress	B.	Invest	
25.	Murder	A.	In progress	B.	Invest	
26.	Shooting by hunter	A.	In progress	B.	Invest	
27.	Unwanted guest	A.	Drunk	B.	Disturb	
28.	Juvenile problem					
29.	Money escort					
30.	Notification to be made					
31.	Transportation	A.	To hospital	B.	Elsewhere	
32.	Pick up parcel	A.	Prisoners food	B.	Coffee	
33.	See complainant					
34.	Call station	A.	Telephone	B.	Box	
35.	Return to station	A.	West door	B.	Garage	
36.	Party laid out	A.	Sick	B.	Drunk	
37.	Cross country Foxboro					
38.	Emergency	A.	Rescusitator	B.	Overdose	
39.	Possible D.O.A.	A.	Natural	B.	Suicide	
40.	Bomb scare	A.	Evacuar			
41.	Sex offense	A.	O & G	B.	Accosting	C. Rape
42.	What is your present status (if clear 10-43)					
43.	Illegally parked cars					

OFFICIAL REGISTRATION FORM for the 1983 ANARC CONVENTION, to be held July 15-16-17 at the Rosslyn Westpark Hotel, 1900 N. Ft. Myer Dr., Arlington, VA

ANARC 1983

Washington Area DX Association (WADXA)

Association of North American Radio Clubs

606 Forest Glen
Silver Spring, Maryland 20901

NAME _____

ADDRESS _____

_____

_____

_____

Telephones/home & work _____

Date arriving in Washington: _____

Date leaving Washington: _____

HOTEL ACCOMMODATION

_____ Single room for one person (your room deposit is $45.00).

_____ I have arranged to share a room with the following person(s):

1. _____ 2. _____

Your room deposit is $22.50 if sharing with one person, $17.00 if sharing with two persons; be sure each roommate sends a registration form, room deposit, and convention fee - this may be done separately or in the same envelope. Room cost for three people is $51.00, $6.00 for an additional cot in the same room.

_____ I would like the convention committee to arrange roommates for me. Your room deposit is $45.00, although your nightly room cost may be lower; in that case, the remainder will be credited to your second night's stay. We anticipate no difficulties in finding roommates; however, no guarantees can be made.

_____ I require special accommodations (such as a suite or extra room, etc.). In this case, please make your own reservations with the Rosslyn Westpark Hotel, telephone toll-free 800-528-1234. Be sure to mention to the hotel you are attending the WADXA/ANARC 1983 Convention. Send no room deposit to WADXA, but do send this registration form and convention fee(s).

_____ I am attending the convention but not staying at the Rosslyn Westpark Hotel. Send registration form and convention fee only.

CONVENTION FEE: $30.00 per person, to be sent with this registration form and room deposit. The $30.00 includes the Saturday evening banquet and all convention activities. Please ensure that you have filled in all parts of this form, and have enclosed your payment. Reserved hotel accommodations will be arranged on a first come, first served basis, so send in your registration form as early as possible to avoid disappointment. No refunds available after July 1. If you must change your hotel reservations--do not call Rosslyn Westpark--call WADXA at 301-593-4411.

See you at ANARC 1983!

Payment should be made by check or money order in U.S. funds, payable to WADXA/ANARC 1983 Convention. If you live outside the United States, use some form of international money order, available at your bank or post office.

Room deposit $_____

Convention fee $_____

TOTAL $_____

SPECIAL NOTICE: All registrations postmarked by June 1 will be placed in a drawing for a record set of Canadian music (donated to this convention by RCI) and awarded to lucky registrants at the convention. So get this form and money in to WADXA pronto!

How did you first hear about the convention?

What DX clubs are you a member of?

PRELIMINARY PROGRAM

FRIDAY - July 15	
9:00 - 5:00PM	Registration
9:00 - 12:00Noon	Exhibit Set-up
12:00 - 5:00PM	Equipment and club exhibits and displays
3:30 - 5:00PM	ANARC Representatives Meeting
5:00 - 5:30PM	Official Convention Opening in Main Convention Room
5:30 - 7:00PM	Dinner on your own
7:00 - 9:00PM	Wine and Cheese Reception
Saturday - July 16	
8:00 - 9:00	Registration
9:00 - 10:00AM	Seminar One - Publicizing Radio Listening-Who should do it and how much should they do-Hear what broadcasters, clubs and equipment manufacturers think
10:15 - 11:15AM	Seminar Two - Trends in broadcasting, equipment and listening-Find out where the experts think the hobby is headed
11:15 - 12:15Noon	Seminar Three - Computers in the radio hobby-Learn what you need to know about computers and how they can make your listening more interesting
12:15 - 1:30PM	Lunch on your own
1:30 - 2:30PM	Seminar Four - Concurrent sessions on LW/MW, PSB/UTE, FM/TV and SW-Free-wheeling discussions of various of the hobby with noted DXers as discussion leaders
2:45 - 3:45PM	Seminar Five - Meet your favorite broadcaster-An informal opportunity to visit, get autographs and take pictures
4:00 - 4:15PM	Presentation of "Review of International Broadcasting" awards
4:15 - 5:30PM	Seminar Six - Broadcasters forum-A chance to question broadcasters about their stations, their programs or about anything else on your mind
5:30 - 7:00PM	Free Time
7:00 - 7:30PM	Cash Bar
7:30 -	Banquet/presentation of ANARC awards
SUNDAY - July 17	
9:00 - 11:30AM	ANARC annual general meeting
11:30 - 1:00PM	Lunch on your own
1:00 - 1:15PM	Presentation of HAP awards
1:15 - 3:30PM	HAP Auction
3:30 -	Closing Ceremonies

44.	Narcotic violation	A.	In progress	B.	Invest
45.	Subject has a police radio	A.	Respond	B.	Invest
46.	Pick up	A.	Nellie	B.	D. Raynard

Ten Series for Cruiser Response or Status

10-1	False alarm	A.	Working Fire	B.	Rel by fire Dept.		
10-2	Have suspic. party under surveil.	A.	Rush reply				
10-3	Full report to filed	A.	Not necessary				
10-4	Received or Acknowledged						
10-5	Matter settled						
10-6	Will meet complainant at:	A.	Courthouse	B.	Station		
10-7	Out of service						
10-8	In service on portable	A.	Coffee break	B.	Detail		
10-9	Listing of reg.	A.	Fush reply	B.	No hurry		
10-10	Stolen car check						
10-11	License check of person						
10-12	Returning with prisoner						
10-13	Police officer all set now						
10-14	N.I.L. (Tow truck)						
10-15	In pursuit of M/V	A.	Stolen	B.	M/V Viol.		
10-16	Will cont. Invest						
10-17	Off at courthouse	A.	Trial	B.	Arraignment		
10-18	Transporting party to hospital						
10-19	Transporting patient to V.A. Hospital						
10-20	Transporting prisoners						
10-21	Out with motorists (Give location and regist.)						
10-22	Could not locate complainant						
10-23	Permission ot leave territory						
10-24	Contact highway dept. for glass or dead animal						
10-25	Contact Edison						
10-26	Contact	A.	Registry	B.	Safety	C.	Photographer (fatal)
10-27	Contact medical examiner						
10-28	Contact B.C.I.						
10-29	Contact animal control						
10-30	Contact city ambulance						
10-35	Permission to return to station						
10-43	Clear for a call						
10-44	Back in car and clear						
10-45	Accidental alarm						

CODES

1. No hurry
2. Get right there no siren (Dome light if necessary)
3. Emergency use lights and siren
4. Use caution (Armed and dangerous)

DEAR READERS OF PUBLIC SAFETY/NORTHEAST:

Please let me introduce myself - my name is Tim Leber and Richard has kindly allowed me to make an attempt at sub-editing a section of this column, devoted to the eastern Pennsylvania southern New Jersey and Delaware areas. Let me give you a brief background sketch and we will be off on our way...

I have been an RCMA member for about two years and a communications enthusiast for about 10 years, and in that time I have gathered a rather large file of radio frequency information on communications systems in the area covered by this new section of Public Safety/Northeast. For the past four years I have worked in the newsroom of the CBS television station here in Philadelphia - where monitor radios play an important part in the newsgathering process. Right now I work as an engineer in the news department- doing "live" broadcasts and editing videotape news stories. When not at work - I am usually found "running" with a volunteer ambulance squad in the northwest section of the city. I currently hold

an F.C.C. First Class Radiotelephone License and Emergency Medical Technician Certifications.

Now, on to the nitty-gritty. I believe that I can provide a fair amount of information for this section, but for this space to be used to maximum potential YOU must contribute also. Send in what you can - observations, criticism, questions - even if it's only a line or two. I will make every attempt to personally write back to each contributor [a self addressed-stamped envelope will speed each reply]- so please be sure to include your name and address with your correspondance. Above all - DON'T BE BASHFUL - WRITE - there are a great number of people in the Delaware Valley that listen to the airwaves between 30 and 900 MHz. Contributions and other correspondance should be sent to:

Tim Leber
320 Carpenter Lane
Philadelphia, Pa. 19119

I would like to set a format for this section. I think that one major "center-piece" item [typically a description of a major communications system] followed by a few shorter items from each of the three states would be a good starting point. So - let us start with the major population center of this area - Philadelphia.

PHILADELPHIA MUNICIPAL COMMUNICATIONS SYSTEM

Philadelphia, the "City of Brotherly Love" is either the 4th or 5th largest city in the United States (depending on which population survey you go by). And the city is certainly the population center of the tri-state area - because of its size - Philadelphia has a rather extensive two-way communications system. Despite the systems size - no brevity codes ("10 codes") are used are used on the city's communications systems. All transmissions are in "plain english" (with the exception of a few forms of "vocal shorthand").

Philadelphia Police Call Sign: KGF 587

Band	Division	Districts	Frequency
N	North	14,35	453.050
C	Central	6,9	453.150
D	North-Central	22,23	453.200
T	Traffic/Tow Squad	Citywide	453.250
E	East	24,25,26	453.300
A	West	16,19,20	453.350
H	Detective	Citywide	453.400
P	South-West	12,18	453.500
M	Emergency	Citywide	453.550
B	South	1,3,4,17	453.650
J	Administrative	Citywide	453.750
G	Northwest	5,39	453.800
F	Northeast	2,7,8,15	453.950

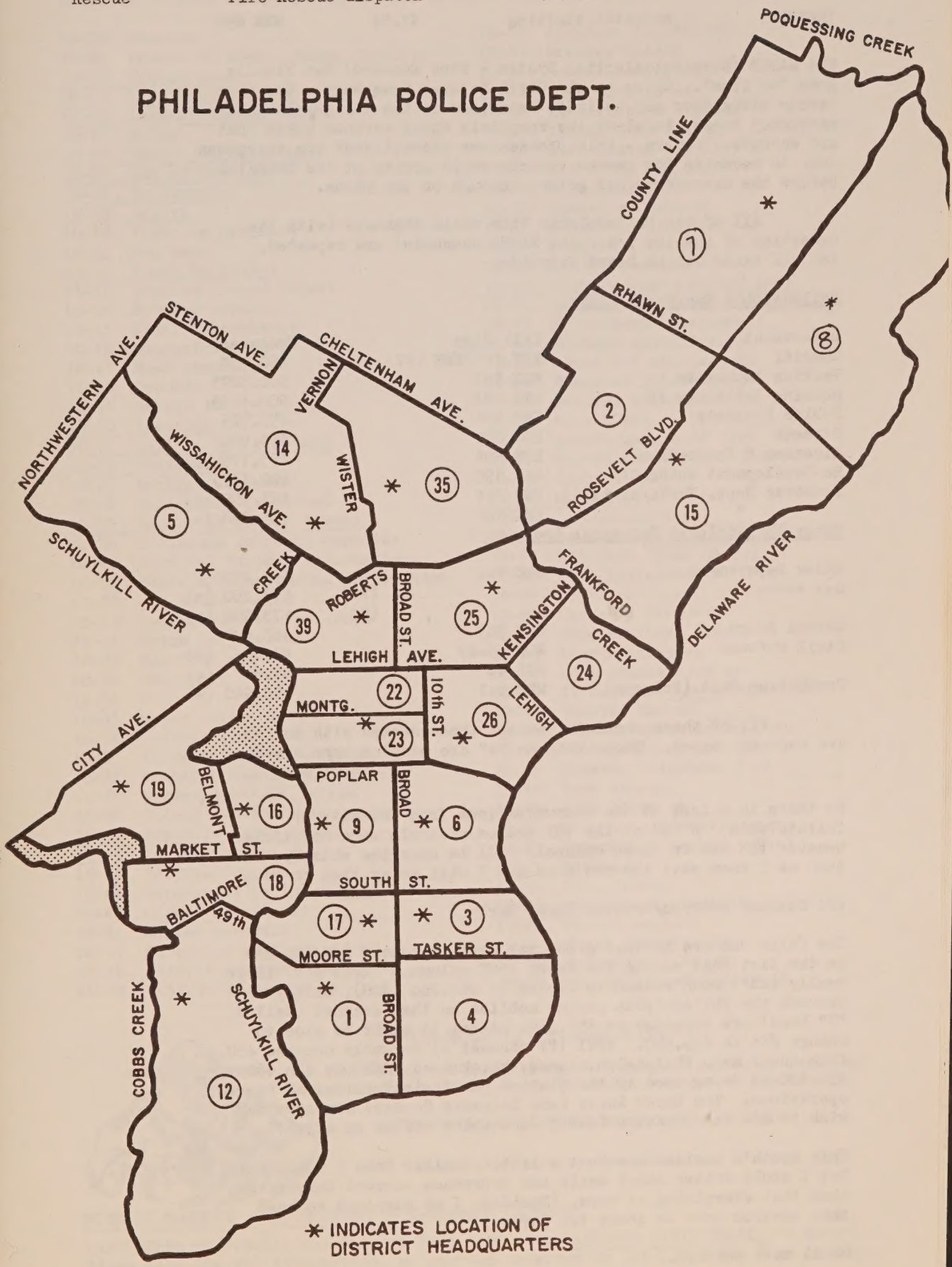
All of these channels are repeated, and just about all can be received all over the city.

Philadelphia Fire Call Sign: KGB 476

Band	Use	Frequency
South (F1)	Dispatch south of Girard Ave and west of river	154.235
North (F3)	Dispatch north of Girard Ave.	154.145

Public Safety - North East continued

Emergency (F2)	Multi-alarm & special use	153.950
F4	Low power/Fireground	153.830
F5	Low power/Fireground	153.935
Rescue	Fire Rescue dispatch	170.150



Philadelphia Fire (cont'd)

Band	Use	Frequency	Call
"Med-1"	rescue squad to hospital phone patch	463.000	KWX 662
"HASTE"	hospital alerting	47.54	WZM 898

The HASTE (Hospital Alerting System - Tone Encoded) has finally gone "on line". Using an old Civil Defense frequency - the fire rescue dispatcher may activate receivers in the various hospital emergency rooms, to alert the hospitals about serious cases that are enroute. Before - this process was accomplished via telephone and, on occasion the rescue vehicle would arrive at the hospital before the dispatcher had gotten through on the phone.

All of the Philadelphia Fire radio channels (with the exception of the low power and HASTE channels) are repeated, and all bands can be heard citywide.

Philadelphia Municipal Radio

Department	Call Sign	Frequency
Sheriff	KGF 587/KWM 747	460.150
Parking Authority	KGE 583	500.3875
Housing Authority PD	KIA 884	500.4625
Public Property	KGF 991	453.725
Streets	KGF 991	453.925
Licenses & Inspection	KGF 991	453.775
Re-Development Authority	KNM 390	500.4375
Commerce Dept.(Ports/airport)	KGC 761	453.450 (s)
" "	KGC 761	453.850 (s)

Other Philadelphia Municipal Agencies

Water Department	KGC 742		451.250
Gas Works		(F1)	173.250 (s)
		(F2)	173.300 (s)
School Board	KBV 363		463.600
Civil Defense	KGG 45-47		47.46 (s)
	KGI 44		47.62 (s)
Correction Dept.(Prisons)	WZC 517		158.940 (s)

All of these channels (except those marked with an "s"- are repeater based. Those with an "s" are simplex type systems.

So there is a look at the communications from the city of Philadelphia. A few of the VHF police channels were not listed because the use of those channels will be changing shortly - as soon as I know what the new uses are I will relay them to you.

RE: Scanner Program/Greater Upper Darby

The folks who are in this group may want to make a few changes in the list that was in the March 1983 column - first off, there really isn't much reason to listen to 458.250 (#28), mainly beacuse the Philadelphia police mobiles on that channel (called "T" band) are repeated on 453.250. Also, it might be nice to change #36 to 455.450. WPVI (TV channel 6) recently changed 450.45 from their main Philadelphia base, knicknamed "KEH" to 455.450. 450.450 is being used by the station for their Trenton, NJ two-way operations. The Upper Darby (and Delaware County) monitors may wish to add the Delaware County Constables office on 462.575.

This month's section has been a little smaller than I would like, but I would rather start small and reproduce correct information than list everything at once. (Besides, I am supposed to keep this section down to about two pages.)

until next month....

From Eric Schneider -Maryland, D.C. Sub-Editor

The Maryland State Police use the following standard 10-code. It is also used by various county and city agencies in the state, which will be identified as we go along. Also, it is used by the National Park Service Police.

10-00 Caution
10-01 Unable to copy, change location
10-02 Signal Good
10-03 Stop Transmitting
10-04 Acknowledgement (OK)
10-05 Relay
10-06 Busy - unless urgent
10-07 Out of Service
10-08 In Service
10-09 Report
10-10 Fight in progress
10-11 Dog case
10-12 Stand by (stop)
10-13 Weather - road report
10-14 Prowler report
10-15 Civil Disturbance
10-16 Domestic problem
10-17 Meet complainant
10-18 Quickly
10-19 Return to _____
10-20 Location
10-21 Call by telephone
10-22 Disregard
10-23 Arrived at scene
10-24 Assignment completed
10-25 Report in person (meet)
10-26 Detaining subject, expedite
10-27 (Drives) license information
10-28 Vehicle registration information
10-29 Check for wanted
10-30 Unnecessary use of radio
10-31 Crime in progress
10-32 Man with gun
10-33 EMERGENCY
10-34 Riot
10-35 Major crime alert
10-36 Correct time
10-37 (Investigate) suspicious veh.
10-38 Stopping suspicious vehicle
10-39 Urgent, use light, siren
10-40 Silent run-no light, siren
10-41 Beginning tour of duty
10-42 Ending tour of duty
10-43 Information
10-44 Permission to leave ____ for ____
10-45 Animal carcass at _____
10-46 Assist motorist
10-47 Emergency road repair at_____
10-48 Traffic standard repair at_____
10-49 Traffic light out at _____
10-50 Accident (F, PI, PD)
10-51 Wrecker Needed
10-52 Ambulance Needed
10-53 Road blocked at_____
10-54 Livestock on highway
10-55 Intoxicated driver
10-56 Intoxicated pedestrian
10-57 Hit & Run (F, PI, PD)
10-58 Direct traffic
10-59 Convoy or escort
10-60 Squad in vicinity
10-61 Personnel in area
10-62 Reply to message
10-63 Prepare make written copy
10-64 Message for local delivery
10-65 Net message assignment
10-66 Message cancellation
10-67 Clear for net nessage
10-68 Dispatch information
10-69 Message received
10-70 Fire Alarm
10-71 Advise nature of fire
10-72 Report progress of fire
10-73 Smoke report
10-74 Negative
10-75 In contact with_____
10-76 En route _____
10-77 ETA (Est. Time Arrival)
10-78 Need Assistance
10-79 Notify coroner
10-80 Chase in Progress
10-81 Breatherlizer report
10-82 Reserve lodging
10-83 Work school xing at _____
10-84 If meeting _____advise ETA
10-85 Delayed due to _____
10-86 Officer/operator on duty
10-87 Pickup/distribute checks
10-88 Present telephone # of _____
10-89 Bomb threat
10-90 Bank alarm at _____
10-91 Pick up prisoner/subject
10-92 Improperly parked vehicle
10-93 Blockade
10-94 Drag racing
10-95 Prisoner/subject in custody
10-96 Mental subject
10-97 Check (test) signal
10-98 Prison/jail break
10-99 Wanted/stoled indicated

PUBLIC SAFETY — SOUTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia, and Virginia:

William Mauldin, 2268 N.W. 30th Rd., Boca Raton, FL 33431

PUBLIC SAFETY - SOUTHEAST - General Comment

Last month we finally covered, at long last, the VIRGINIA STATE POLICE in detail. Along with the VSP information, we started coverage on the Tampa Bay Area of Flor-

ida. There was a reproduction problem with some of the information, so this month the coverage on these two will be completed. If you missed last months edition, you must secure a copy for the codes and other information on the VSP.

Special thanks to Joe, MD-015, of Largo, FL for his kind help and excellent data on the following information:

MONITORING TAMPA BAY (FLORIDA)... Part II

TAMPA POLICE DEPARTMENT

Dispatch Signals:

0 Weapons Violation
1 Drunk driver
2 Drunk person
3 Hit and run
4 Accident
5 Murder
6 Escaped prisoner
7 Dead person
8 Missing person
9 Stolen/lost tag
10 Stolen vehicle
11 Abandoned vehicle
12 Traffic violator
13 Suspicious vehicle
14 Information (general)
15 Special assignment
16 Obstruction on street
17 Failure to return rental property
18 Felony
19 Misdemeanor
20 Mentally ill person
21 Breaking & entering auto
22 Rape
23 Robbery
24 Agg. assault
25 Breaking & entering (structure)
26 Grand larceny
27 Petty larceny
28 Other assault
29 Fight
30 Forgery or bad check
31 Counterfeiting
32 Embezzlement
33 TROUBLE/SEND HELP!
34 Stolen property
35 Convoy or escort
36 Prostitution or commercial vice
37 Sex offence
38 Offenses against family or against children
39 Narcotic violation
40 Liquor violation
41 Disturbance/Disorderly
42 Assist motorist
43 Gambling
44 Suspicious person
45 Fire or alarm
46 Burglar alarm
47 Holding person for PD
48 Illegal parking
50 Stopping vehicle for investigation
51 Prowler
52 Lost or found prop.
53 Traffic control
54 Back-up (assist)
55 Fraud
56 Pick-up prisoner
57 At or near scene - subject to call
58 Dead animal - Health or traffic hazzard
59 Animal Nuisance
60 Wire down (hot)
61 Block road at _____
62 Airport emergency
63 Supplement report
64 Vandalism or Prop destruction
65 Obscene / Threat phone call
66 Juvenile violation - Curfew violation
67 Bomb
68 Aided case (Suicide/ Overdose)
70 Court
71 Navigatable waters violation
72 Landlord tenant dispute
73 Domestic trouble
74 Checking building at ____
75 Assignmt at Tampa Stadium
76 Special Threats
80 Field interrogation

TAMPA POLICE 10 SIGNALS

10-0 Armed/Use caution
10-1 Receiving poorly
10-2 Receiving well
10-4 Acknowledgement
10-5 Relay
10-6 Busy
10-7 Out of service
10-8 In service
10-9 Repeat
10-10 Out of service subject to call
10-11 Dispatching too rapidly
10-12 Officials or visitors present
10-13 Conditions
10-14 Foul weather change over
10-15 Prisoner in custody
10-16 Request owner or agent respond
10-18 Complete present assignment quickly
10-19 Return to your zone
10-20 Location
10-21 Call ___ by phone
10-22 Disregard
10-23 Standby
10-25 In contact with___
10-26 Message received
10-28 Check registration
10-29 Check for wanted
10-30 Against rules or regulations
10-31 Send wrecker to __
10-32 Send ambulance to __
10-33 EMERGENCY
10-35 Transporting to __
10-36 Correct time
10-38 Change your location
10-39 Message delivered
10-40 Request wagon at ____
10-41 In possession of _____
10-42 Home
10-43 Any information for ___
10-44 Report in person to ___
10-45 Send in reports
10-46 Urgent
10-48 End of message, did you receive?
10-49 Traffic light out
10-51 Enroute
10-52 Estimated time of arrivial (ETA)
10-54 Negative

Comments: It is interesting to note that the TAMPA POLICE DEPARTMENT uses the standard 10 signals for "administrative dispatches" while the actual "dispatch signals" are used in the "response for police service".

TAMPA POLICE...Frequencies KIB459

F1	453.550 MHz	West & Downtown Patrol
F2	453.700 MHz	East of river Patrol
F3	453.800 MHz	Detectives
F4	453.850 MHz	Emergency/TAC
F5	453.750 MHz	Information
F6	453.875 MHz	Car to car simplex/rep
	453.400 MHz	Tampa Intl Airport Police

10-55 Car to car
10-56 Meet ___ at ___
10-57 Procure papers/messages
10-63 Net is directed
10-64 Net is clear
10-65 Clear for messages
10-66 Cancellation
10-77 Latent investigation
10-81 Records indicate stolen or wanted
10-82 Sign chart at hospital
10-85 Out for non-police function
10-88 At what phone number can ___ be reached?
10-89 In service training (class)
10-90 In service training (field)
10-97 Arrived at scene
10-98 Request for crime lab
10-99 Request for weapons
10-999 Request for ammunition

TAMPA FIRE...Frequencies

F1 154.430 MHz Main Dispatch
F2 154.220 MHz Fireground

HILLSBOROUGH COUNTY FIRE...Frequencies
(Listed here because they use same codes.)
F1 154.130/South F2 154.175/North

Codes

0 False alarm
1 One line
2 Two lines
3 Multiple lines
4 Booster
5 Trash fire
6 Auto fire
7 Bus, truck, train inspector
8 Ship
9 Bomb threat
9a Bomb found
10 Send help
11 Rescue call
12 Structure fire
13 Death
14 Death
15 Flooded oil heater
16 Police, extreme emergency

Comment: Keep in mind when Fire vehicles are working airports, they work FAA ground control.

Alert Codes: Used by fire and police (noted above) for aircraft accidents: YELLOW = Off Airport / BLUE = Peter O. Knight Airport RED = Tampa International Airport // 1 = Plane is still in the air, probable emergency. 2 = Plane is landing, go to assigned positions. 3 = Plane crash.

TAMPA FIRE Department - Signals:

1 Investigation
2 Fire is under control
3 Return to station
4 In service, at scene
5 Out of service
6 In service at station
7 Call fire marshall
8 Service rendered
9 Call by phone
10 Cruising, in service
11 Fire out on arrival
12 All clear

HILLSBOROUGH COUNTY FIRE Department - Signals: (same as city with these additions)

14 Flooded Oil Heater
15 Police emergency
16 Hazardous area

(Hillsborough County is located around the city of Tampa and on the east side of Tampa Bay.)

HILLSBOROUGH COUNTY FIRE Department, (General Information)

Unit Identification Numbers:
1,2,3 - Engines 4 Specialized 5 Rescue 6 Small grass truck
7 Large grass truck 8 Tanker 9 Aerial Truck

GREATER TAMPA BAY EMERGENCY MEDICAL SERVICES:

Frequencies:
Standard VHF Hospital Freqs used in the area 155.340 MHz, 155.325 MHz

EMS F1 Main Dispatch	155.220	Hillsborough Humane Soc.	155.280
EMS F2 Mobile to Hosp.	155.325	St. Petersburg Fire	154.965
EMS F3 EMS / Doctors	463.150	St. Petersburg EMS to Hosp.	463.175

TAMPA / HILLSBOROUGH COUNTY Emergency Medical Operational Signals:

10-1 Receiving poorly
10-2 Receiving well
10-3 Disregard / Cancel
10-4 Affirmative
10-5 Removal
10-6 Busy
10-7 Out of service
10-8 In service
10-9 Repeat
10-10 Stand-by
10-11 Remain in service
10-12 Friend or relative
10-13 Return to Base
10-14 Change call to Emer.
10-15 Call is authorized
10-16 Send another unit
10-17 Being delayed
10-18 Anything for me
10-19 Nothing for you
10-20 Location
10-21 Telephone
10-22 Report in person
10-23 Arrived at scene
10-24 Special detail
10-25 Mechanical problem
10-26 Message received
10-27 Change call to non-emer
10-28 Crew member sick/injur
10-30 Non-Emergency
10-31 Infraction of regulation
10-33 Need I.D. Assist A.B.
10-34 Send police, report nec.
10-35 This unit in trouble
10-36 EMERGENCY
10-37 Patient under-age
10-38 Vehicle accident con't

10-39 Transporting
10-40 Meal time
10-41 Dispatching too rapidly
10-42 Home
10-43 Vehicle check
10-44 Network is clear
10-45 No pickup
10-46 Ready to copy
10-47 Administrative
10-48 Hold traffic unless emergency
10-50 Refuel
10-51 Enroute
10-52 Personal hyglene
10-53 Fake call
10-54 Negative
10-55 ETA
10-56 Meet ___ at ___
10-57 Request supervisor
10-60 Which hospital?
10-61 Tampa General Hosp
10-62 St. Joseph's Hosp.
10-63 Centro Asturiano Hosp
10-64 Centro Espanol Hosp
10-65 Gonzales Clinic & Hosp
10-67 Tampa Osteopathic Hosp
10-68 Good Sam Hosp.
10-69 Hillsborough City Hosp
10-70 MacDill AFB Hosp
10-71 Out of county hospital
10-72 Watson Clinic
10-74 Univ Comm Hosp
10-75 Womens Hosp
10-76 S.Fla Bapt Hosp
10-77 Lakeland Gen Hosp
10-78 Memorial Hosp
10-79 V.A. Hosp
10-80 Newsworthy
10-81 Hard hats
10-82 Crowd distrub.
10-83 Money
10-85 Phone patch
10-86 Transporting is necessary
10-90 Can NOT talk
10-98 Only 1 unit in service
10-99 No units in service

PATIENT CONDITION CODES:

1 Poss. heart attack
2 Poss stroke
3 Head injury
4 Facial injury
5 Neck injury
6 Shoulder injury
7 Chest injury
8 Back injury
9 Hip injury
10 Arm injury
11 Leg injury
12 Extremity cuts
13 Body cuts
14 Bruises & Abrasions
15 Internal injury
16 Crushed
17 Hemorrhaging
18 Loss of _____
19 Non-breather
20 Comatose
21 Tramatic shock
22 Electric shock
23 Insulin/Diabetic shock
24 Psychogenic shock
25 Gun shot
26 Chemical burn
27 Thermal burn
28 Snake bite
29 OB-Gyn
30 Assault / cutting
31 Drowning
32 Choking
33 Mentally ill
34 Attempted suicide
35 Overdose
36 Oral poisoning
36a ...with medication
36b ...without medication

38 Convulsions
39 Asthmatic/Emphysema/ Lung disorder
40 Assault
41 Deceased
42 Serious injury
43 Apparent minor injury
44 Accidental injury
45 Difficulty in breathing
46 Terminal disease
47 Possible drunk
48 Poss. communicable disease
49 Body cast
50 Possible fracture
51 Sprain
52 Heat exposure
53 Minor illness, non-female
54 Major illness emergency
55 Restraints used
56 Diagnosis unknown
57 Non-ambulatory

Editor Comment: The EMS System of Tampa & Hillsborough County has a code listing for locations. This information is lengthy and of little use to those members not living in the Tampa Bay area. I will list some of the major highway IDs, but will gladly give this data to those wanting it if you write me and enclose a SSAE.

Location IDs: 1. Tampa & I-75, 2. Fla & Busch Blvd. 3. Bay & Dale Mabry, 4. US 92 & Hiway 579 8. Muni Beach, 11. Plant City 16a. 41st & Causeway.

HILLSBOROUGH COUNTY SHERIFF: (Since there is limited space, I am listing only the codes and signals that are different from Tampa Police listing. All codes/signals are the same, except these as shown:)

CODES: (Dispatch Signals)

0 Armed, use caution
13p Suspicious person
17 Contact
22 Disturbance
23 Pedestrian/Hitchhiker
24 Kidnapping/False Imprsion.
25 Fire
26 Drowning
27 Prowler, peeping tom
28 Riot
29 Reckless boat oper.
30 Larceny
31 Assault
32 Suicide
33 Shooting
34 Stabbing
35 Rape
36 Fight
37 Juv. trouble
39 Neighbor trouble
40 Vand/Mal. mischief
41 Robbery
42 Child molest
43 Lewd acts
44 Boat or water accident
45 Airplane crash
46 Bomb threat
47 Vice case (non drug)
48 Open door
49 Alarm
50 Labor trouble
51 Trespassing
52 Forgry/Counterfeit
53 Embezzlement/Fraud
54 Aircraft hijack
55 Explosion
56 Beverage violation
57 Drug case
58 Unlawful assembly
59 Fire bombing
60 Sniper fire
61 Gambling
62 Racial trouble
63 Impersonating police
64 Larceny of auto parts
65 Shoplifting
66 Civil matter
67 Accidental injury
68 Police ser. call
69 Loose farm animal
70 Animal bite
71 Snake call
72 Lost/found prop.
73 Child abuse

Code 1 - Normal run
Code 2 - Blue light only
Code 3 - Light & Siren

10 SIGNAL DIFFERENCES:

10-14 Convoy/Escort
10-16 Pickup prisoner
10-17 Conduct invest.
10-24 Trouble, send help
10-31 In pursuit
10-32 Is DO operatior avail
10-34 Jail break
10-35 Confid. information
10-37 Operator on duty
10-38 Block roads at ____
10-40 Out for a meal
10-44 Pickup papers
10-45 Call by phone
10-47 Blood run
10-49 Serving papers
10-50 Stopping vehicle
10-53 Coming by office
10-57 At pistol range
10-58 At road patrol
10-59 Send teletype
10-60 Assist motorist

Hillsborough County Sheriff, Frequencies:

155.130 Main county dispatch channel (AKA F2)
154.950 Car to car channel (AKA F3)
155.010 Detective channel 154.950 Primary USF Police
155.370 Statewide dept to dept channel
155.650 F1 Sheriff's Dept. 153.920 Disaster Control

This was one of the most complex coverage efforts we have tried for sometime. See last months NEWSLETTER for addit -ional frequency information. Thanks again to Joe, 015MD for his help! NEXT MONTH... Charlotte, NC and the West Virginia State Police! Please let me hear from you!!!!

UP COMING RADIO SHOWS - Southeast

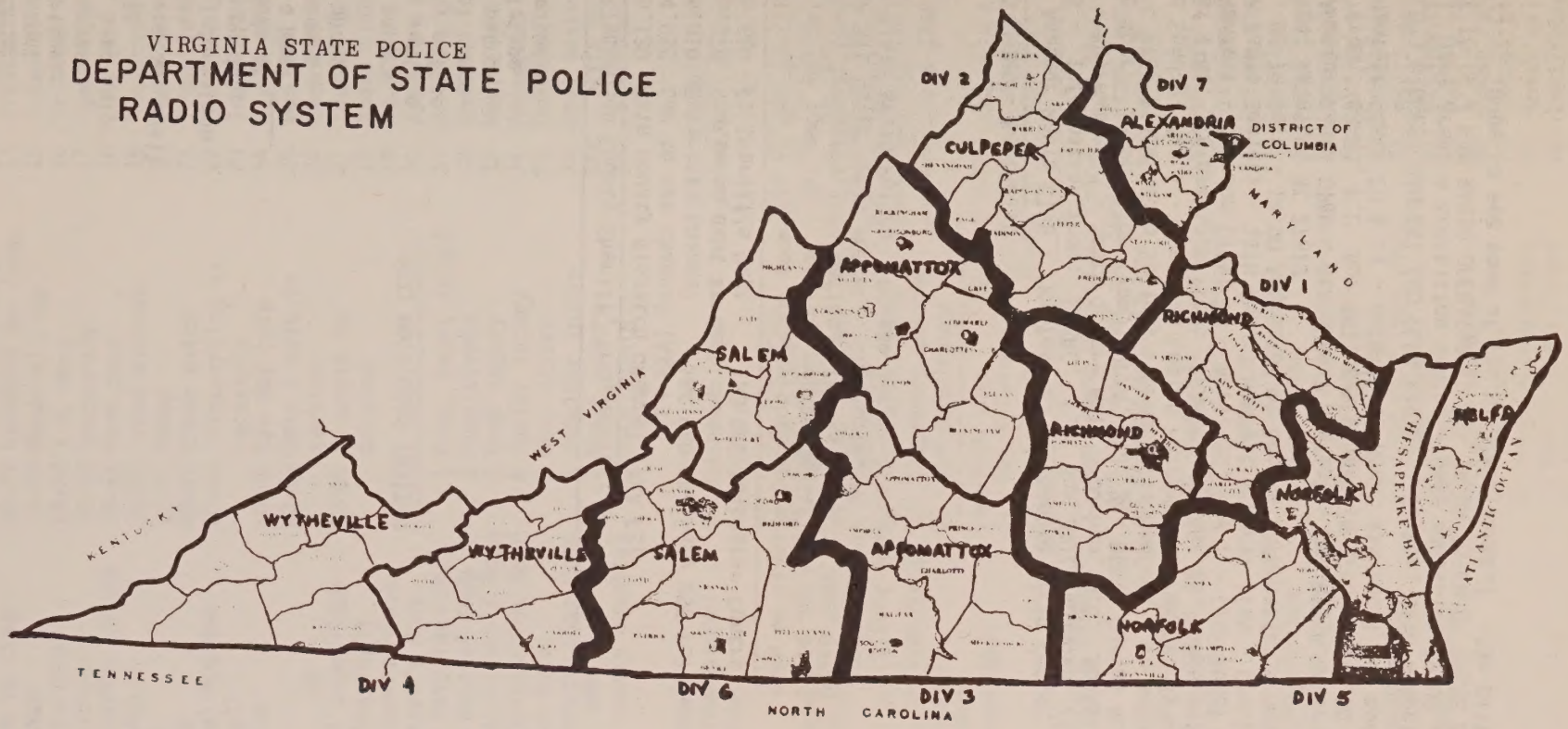
Roanoke Valley Amateur Radio Club - "Mayfest 83" - Roanoke Civic Center May 29, 1983 - Information from: RVARC, P.O. Box 2002, Roanoke, VA 24009
Durham FM Assn - "Durhamfest" - South Square Mall - Durham, N.C. Admission is $4.00 at the door - Information from: DFMA, P.O. Box 8651, Durham NC 27707
Greenville, SC - Blue Ridge Radio Society - Greenville Hamfest - on Saturday, April 30 and Sunday, May 1 - American Legion Fairground Hiway 25 By-pass, 1 mile north of I-85. Information from: BRARS, P.O. Box 99, Simpsonville SC 29681
Tri-City Tenn Hamfest - Johnson City, TN - April 30, May 1 - (ask local hams)
Raleigh Amateur Radio Society - 11TH Annual Hamfest - April 17th - Crabtree Mall, Raleigh NC - US 70 West - $4.00 Admission at door - Information from: RARS, P.O. Box 17124, Raleigh, NC 27619.
Oak Ridge, TN Amateur Radio Club - 5th Annual Hamfest - Oak Ridge Civic Center, Information from: ORARC, P.O. Box 291, Oak Ridge, TN 37830 - $2.00 admission
Knoxville, TN Hamfest - May 28 & 29 - details unknown, ask local ham operators.

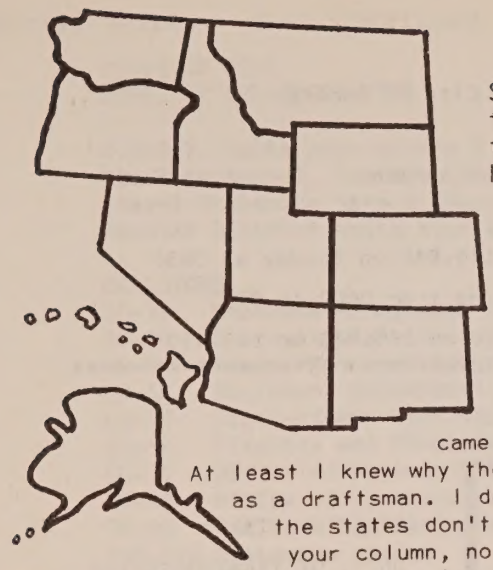
REMEMBER: WORLD'S BIGGEST HAMFEST AND FLEA MARKET - Dayton, Ohio - April 29, 30, May 1st! Hara Arena & Exhibition Center - Gate admission $9.00 / 3 days. YOU DO NOT HAVE TO BE A HAM RADIO OPERATOR TO GET IN OR TO ENJOY THESE EVENTS - BUT IT H:E:L:P:S... Hope to see some of you at these events! 73s Bill, WG4R

PUBLIC SAFETY - SOUTHEAST

Last month, we covered the Virginia State Police. At that time, this map was not available. Special thanks to John Wilson and all of the other Virginia members who came thru with maps, data and other special information which allowed us to have complete coverage of this agency. Nat Young of CODE 20 hás also been helpful in supplying information for the SOUTHEAST. Please refer to last months edition for the breaddowns and codes. My THANKS to all of you!!

VIRGINIA STATE POLICE
DEPARTMENT OF STATE POLICE
RADIO SYSTEM





PUBLIC SAFETY WEST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming to:

George N. Hoggatt
17473 E. 16th Dr.
Aurora, CO 80011

* * * * * * * * * * * * * * * * * *

Well, it seems that one member doesn't like our new column heading. He says " 'twas much funkier". I thought it looked pretty good, until California came up with theirs. Then it looked plain tacky to me. At least I knew why the Highway Department had never offered me a job as a draftsman. I drew the new one too, so now you know why some of the states don't have quite the right shape. How ever this is your column, not mine so let's decide. Let me know which you like best, or if you don't like either, draw one up and send it to me. The only requirements are that it occupy no more than about 9 square inches (got to have some room for the column) and that it, in some way, reflect the western United States. Not just one state but all 12 states. The prize in this "contest" is that your name will appear at the top of the column every month (no, no free, all expense paid trips, or fabulous prize packages) if your heading is selected by our impartial panel of judge (ye old editor). So send your entry in (along with a few of your favorite frequencies)

****

NEWS NOTES:

For those who care about such things, the New Mexico State Police has a new Chief, Maurice Cordova. He has been the Captain in charge of the Albquerque District. He has said that he wants to establish a state wide law enforcement network.

AURORA COLORADO POLICE

Aurora at times divides its police onto two frequencies. The North (downtown) district on channel one, the East and South districts on channel two with channel four as the information channel, and channel three for the dog catchers and detectives. Even though I've lived in Aurora for almost seven years, I still haven't figured out the police car numbering system. However here is what little I know: 100 to 399 (with or without a letter) Patrolmen. The numbers have nothing to do with the area worked. Even the patrolmen and dispatchers have trouble with who is working where and the computer will assign a car to the downtown district when he comes to headquarters as it is in the North district. Adam cars are Agents, a class that appears to be slightly above patrolman, possibly a team leater as Aurora has used the team method for several years now. Cruisers and Lincoln cars are supervisors, probably Sergeants and Lieutenants. 500 to 599 are **traffic** units, 600 to 699 detectives, 800 to 899 animal wardens.

DENVER COLORADO EMERGENCY OPERATIONS CENTER

As I write this, we are trying to recover from the second record setting snow storm of this winter. Las time, at Christmas, Denver took two days to go into action. This time they were better prepared. Two channels came into play. 155.955 the Fire Ch. 3/ EOC channel and PD channel 8 (453.900) The latter carried both auto patch mobile Phone traffic and some two-way traffic.

****

With the tornado, heavy rain, etc. bad weather season upon us, here are some amateur frequencies that will be worth listening to if the worst happens. From Tim Tonge (MO-004)

EASTERN COLORADO AMATEUR RADIO EMERGENCY SERVICE (ARES)

DIST	FREQUENCY	NET TIME	COUNTIES
6	147.225	open	Chaffee, Lake, Park
9	145.370	Wed 1930	Clear Creek
10	146.850	Tue 2100	Weld, Larimer, Jackson
11	147.270	Sun 0910	
	146.760	Mon 2100	Boulder, Gilpin
12	147.240	Mon 2100	Morgan, Washington
13	147.330	Sun 0900	Denver
14	146.970	Sun 2000	El Paso, Teller
17	147.060	Mon evening	Lincoln, Kit Carson, Cheyenne
21	146.910	?	Logan, Sedgwick, Phillips

Public Safety - West continued

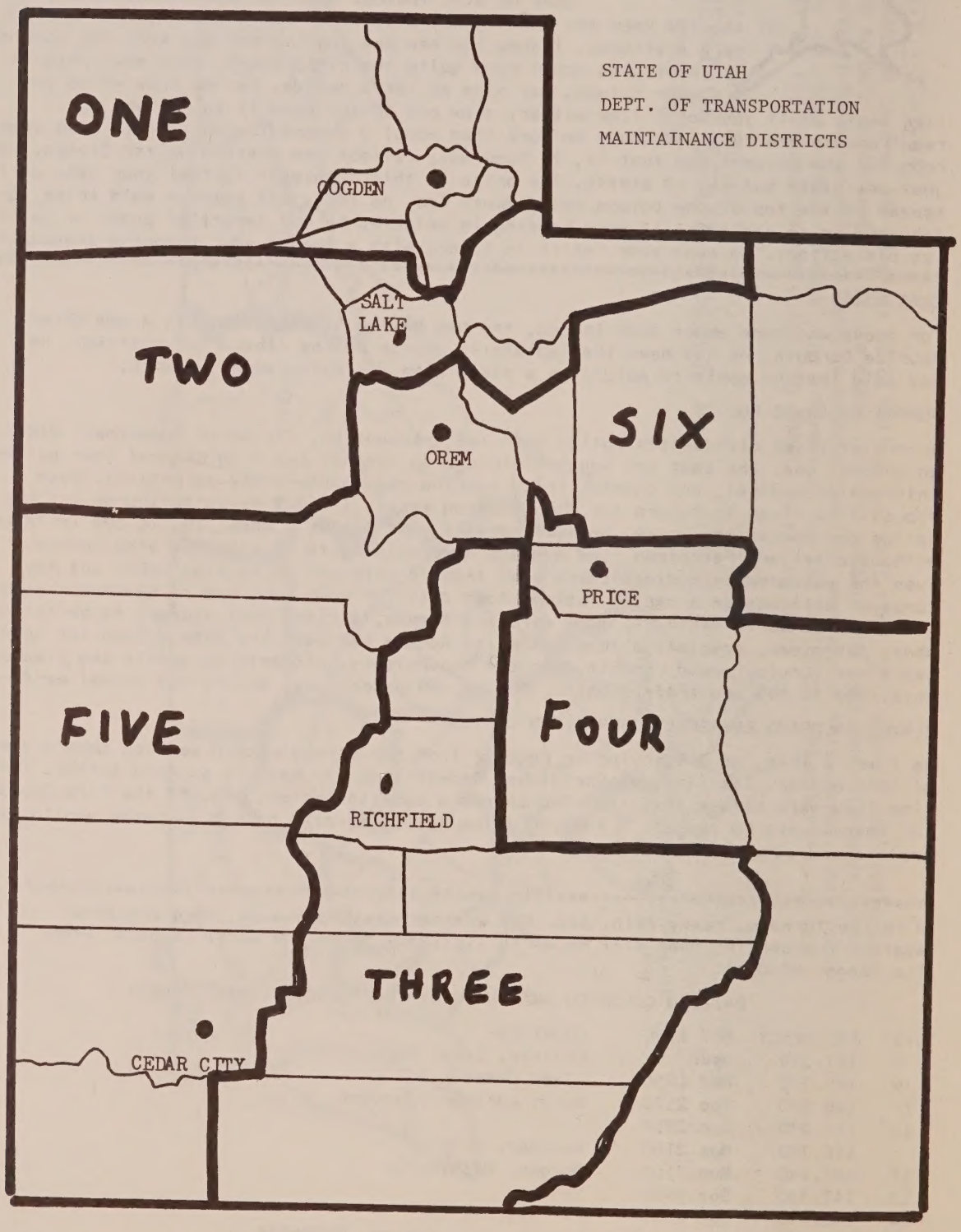
22	146.640	Sun 0900	
	7235 KHZ	Sun 0930	Arapahoe except the City of Aurora
23	146.670	Sun 0900	Jefferson
24	147.285	Sun 2100	Douglas, Elbert
27	146.910	Sun 0900	Adams and the City of Aurora
28	none	none	Grand

The net control for the entire Eastern slope is 146.940 on Sunday at 0830

The regular weather net is on 146.940 every morning from 0600 to 0730

The severe weather net for the Denver area will be on 146.940 or 145.430

****



STATE OF UTAH
DEPT. OF TRANSPORTATION — Richard Avery (CA-AL-020)

U.D.O.T. units have either 2 or 4 channel radios.
Staff personnel, District Staff, and others who travel Statewide have 4 channel radios.
Regular District units have 2 channel radios.

CALLSIGNS

10-14 Resource Management Div.
20-25 Community Relations Div.
30-39 Admin. Services Div.
40-44 Equipment Management Div.
45-49 Right-of-way Division
50-59 Planning and Programming
60-77 Office of Preconstruction
80-85 Office of Construction
90-95 Office of Maintainance
700-722 Statewide series
750-754 Signal Maintainance
100-160 District One
200-270 District Two
300-365 District Three
400-462 District Four
500-556 District Five
600-660 District Six

FREQUENCIES

DISTRICT 1	"OGDEN"	47.18
DISTRICT 2	"SALT LAKE"	47.16
DISTRICT 3	"RICHFIELD"	47.04
DISTRICT 4	"PRICE"	47.12
DISTRICT 5	"CEDAR CITY"	47.04
DISTRICT 6	"OREM"	47.18
STATEWIDE	"HEADQUARTERS"	47.16

UTAH — STATEWIDE CALL NUMBERS — Richard Avery (CA-AL-020)

STATE AGENCIES

1A Fish and Game
2A Parks and Recreation
3A Forestry and Fire
4A Natural Resources
5A Liquor-Law Enforcement
6A Utah State Prison
7A Public Service Commission
8A Water Resources
9A Utah State Aeronautics
10A Utah Bureau of Criminal Identification
11A Office of Emergency Services
12A National Guard
13A Fire Marshall
14A U.S.U. Police
15A U of U Police
16A Emergency Medical Services
17A S.I.S.
18A B.Y.U.
19A Utah State Hospital
20A Weber State College
21A College of Southern Utah
22A Snow College
23A Water Rights
24A Geological Survey
25A Department of Transportation

These are used when on the statewide ch. 1 155.010. They may or may not be used as unit identifiers when on other frequencies of their own agency. The State and Federal call signs are constant. Rich can't figure out what 17A S.I.S. is. Any ideas?

FEDERAL AGENCIES

1B F.B.I.
2B Secret Service
3B Treasury Department
4B Alcohol and Tax
5B Immigration and Naturalization
6B C.I.D. 6th Army
7B Indian Police (Fort Duchesne)
8B Indian Police (Mexican Hat)
9B Indian Affairs
10B Hill Air Force Base
11B Fort Douglas
12B Civil Air Patrol
13B Bureau of Land Management
14B U.S. Forest Service
15B Indian Police (Goshute)
16B G.S.A.
17B National Weather Service
18B Dugway Proving Grounds

CITIES AND COUNTIES

BOX ELDER COUNTY

1C Box Elder County
2C Brigham City
3C Tremonton City
4C Garland City
5C Willard
6C Perry
7C Fielding
8C Howell
9C Mantua

CACHE COUNTY

1D Cache County
2D Logan City
3D Smithfield City
4D Hyrum City
5D Providence
6D North Logan
7D Wellsville
8D Richmond
9D Hyde Park
10D Trenton
11D Lewiston, Ida.

RICH COUNTY

1E Rich County
2E Randolph
3E Laketown

MORGAN COUNTY

11E Morgan County
12E Morgan City

WEBER COUNTY

1F Weber County
2F Ogden City
3F Roy
4F South Ogden
5F Washington Terrace
6F North Ogden
7F Riverdale
8F Clinton
9F Pleasant View
10F Plain City
13F Harrisville
14F Huntsville
15F Uintah

DAVIS COUNTY

1G Davis County
2G Bountiful
3G Layton
4G Clearfield
5G Sunset
6G Kaysville
7G Centerville
8G Woods Cross
9G Farmington
10G North Salt Lake
13G Syracuse
14G West Point
15G Clinton

SALT LAKE COUNTY cont.

7I Midvale
8I South Salt Lake
9I Sandy
10I West Jordan
13I Draper
14I South Jordan
15I Riverton
16I Copperton
17I Lark
18I Bluffdale
19I Herriman
20I Alta

UTAH COUNTY

1J Utah County
2J Provo
3J Orem
4J Springville
5J American Fork
6J Spanish Fork
7J Pleasant Grove
8J Lehi
9J Payson
10J Mapleton
13J Lindon
14J Santaquin
15J Salem
16J Goshen
17J Genola
18J Alpine

SUMMIT COUNTY

1K Summit County
2K Coalville
3K Park City
4K Kamas
5K Henefer

WASATCH COUNTY

1L Wasatch County
2L Heber City
3L Midway

DUCHESNE COUNTY

1M Duchesne County
2M Duchesne City
3M Roosevelt
4M Myton

TOOELE COUNTY
1H Tooele County
2H Tooele City
3H Grantsville
4H Wendover
5H Ophir

SALT LAKE COUNTY
1I Salt Lake County
2I Salt Lake City
3I Murray
4I Kearns
5I Granger
6I Magna

UINTAH COUNTY
1N Uintah County
2N Vernal

DAGGETT COUNTY
11N Daggett County
12N Manila
13N Dutch John

JUAB COUNTY
1O Juab County
2O Nephi
3O Eureka
4O Levan
5O Mona

WAYNE COUNTY
11T Wayne County
12T Loa
13T Bicknell
14T Torrey

SEVIER COUNTY
1U Sevier County
2U Richfield
3U Salina
4U Monroe
5U Aurora
6U Redmond
7U Elsinore
8U Sigurd
9U Annabella
10U Glenwood

MILLARD COUNTY
1P Millard County
2P Fillmore
3P Delta
4P Hinckley
5P Oak City
6P Holden
7P Kanosh
8P Scipio
9P Meadow
10P Garrison

BEAVER COUNTY
1V Beaver County
2V Beaver City
3V Milford
4V Minersville

PIUTE COUNTY
11V Piute County
12V Junction
13V Circleville
14V Marysvale

SANPETE COUNTY
1Q Sanpete County
2Q Manti
3Q Ephraim
5Q Mt. Pleasant
6Q Gunnison
7Q Moroni
8Q Fairview
9Q Fountain Green
10Q Centerfield
13Q Mayfield
14Q Sterling

IRON COUNTY
1W Iron County
2W Parowan
3W Cedar City
4W Paragonah
5W Kanarraville

WASHINGTON COUNTY
1X Washington County
2X St. George
3X Bloomington
4X Hurricane
5X Enterprise
6X Washington
7X La Verkin
8X Toquerville

CARBON COUNTY
1R Carbon County
2R Price City
3R Helper
4R Dragerton
5R Wellington
6R Columbia
7R Sunnyside
8R Spring Glen
9R Carbonville
10R Castle Gate
13R Hiawatha

GARFIELD COUNTY
1Y Garfield County
2Y Panguitch
3Y Escalante
4Y Tropic

SAN JUAN COUNTY
1Z San Juan County
2Z Monticello
3Z Blanding
4Z Bluff

EMERY COUNTY
1S Emery County
2S Castle Dale
3S Green River
4S Huntington
5S Ferron
6S Orangeville
7S Cleveland
8S Emery

KANE COUNTY
11Z Kane County
12Z Kanab

GRAND COUNTY
1T Grand County
2T Moab

500 series - AMBULANCES
600 series - FIRE DEPTS
700 series - AUXILIARY

That's all
Geoz

PUBLIC SAFETY - CALIFORNIA

Send Public Safety and Special Emergency frequencies, radio system details and questions to:

Public Safety, California, P.O. Box 3962, Santa Fe Springs, CA 90670-1962

MAY 1983 PUBLIC SAFETY CALIFORNIA

The radio waves were busy during the last week of February throughout the state while the Queen of England toured. If you wanted to see her, the best way was to watch T.V. Security was at it's strongest with a small army travelling with her. When the motorcade was in the Los Angeles area, it consisted of 26 vehicles. This is 4 more vehicles than in the Presidential motorcade. On top of this number was the 28 CHP units that escorted the motorcade.
Aside from Secret Service freqs., others were for So. Cal. as follows;

506.8375S	LAPD
153.02	Fox Security (Studios)
42.34	CHP (Guardian Units)
154.905	CHP extenders
506.7625	LAPD (West 1)
409.625	U.S. State Dept.

Just about any news media freqs you can imagine were used also

No. Calif. had the same federal freqs and others;

157.05	Coast Guard Ch. 21
157.10	Coast Guard Ch. 22A
453.20	SF Airport Control
453.375	SF Airport Police
460.35	SFPD City -wide (C.W.)3
42.34/42.18	CHP Blue

==========

From HUGH (CA-LA-472): 33.94 for L.A. City Fire dept will continue to be used as a second metro and west dispatch channel. By the way 33.94 is being referred to as "Ch. 9"- not the "10" in Police Call.
The following freqs. were active at the Glenn Campbell/L.A. Open Golf Tournament held in Rancho Park the weekend of Jan. 15.

154.57	B/M	Tournament Officials
151.625	B/M	Course maintenance
153.80	B/M	LAPD Explorer Scouts (crowd control)
506.5875	R	LAPD Command Post (in "mobile 5" office trailer)
507.2625	R	LAPD Command Post (also simplex for both)
464.825	R	Rheuban Motors (O.P.G. tow)
450.3875	R	Ch.4 TV E.N.G. Vans & base
161.64	B/M	Ch.4 TV E.N.G. Vans & base
450.5875	R	Ch.11 KTTV
161.67	B/M	KGIL Skywatch traffic reports

The 161 freqs are also used by the Goodyear Blimp at sports events. (The Blimp wasn't at the L.A. Open but was talking to people who were.) For some reason this storm (week of 2-26) didn't generate much interesting traffic here (or maybe reports of neighborhoods without power, or urgent requests for additional sandbagging personnel have become routine). Part of this may be due to the fact that at any given time around 1/3 of the radios in L.A. don't work right.

453.20 (Redondo Beach local gov't) was the freq to listen to during the flood on 1-26-83 down there. All the city crews were on it - cleanup, crowd control, harbor police, etc. South Bay P.D. CP was on 471.1125 (traffic operations and burglariesfrom stores that were damaged). Santa Monica had their CP on TAC 2 (471.0875) when the end of the pier fell off. North Orange Co. ARES was on 146.79 (Anaheim repeater). The best monitoring might have been all the news media trying to get shots of Bruce Dern's house, while the residents threatened to have them all arrested. FALLING INTO THE OCEAN

==========

From BOB (CA-LA-084): On March 1, 1983 the city of Azusa Fire Dept. joined the County Fire Radio System as Station #32 with a paramedic unit also. (Los Angeles Co. fire on 154.34 "Valley").

++

From LYBRAND (CA-LA-157): Newspaper reports that Redondo Beach P.D. will withdraw from the South Bay Regional Communications Center on July 1, 1983. This decision leaves the other member cities of the Center -- Hawthorne, Gardena, Manhattan Beach, Hermosa Beach, and El Segundo -- with having to decide whether to continue operation of the Center. Hermosa Beach may also withdraw and pay Redondo Beach to furnish its dispatching service. Redondo Beach will lose its share of sophisticated equipment, including computer terminals in the vehicles. According to this report which was in the DAILY BREEZE, a Torrance, Calif. newspaper, Redondo Beach Police officers have been unhappy with the system. They have long requested that all calls go by voice rather than have low priority calls sent by computer to assist the police in keeping track of all vehicles. Previous stories in the BREEZE have stated that both Hawthorne and Gardena were also unhappy with the system and might withdraw. No mention was made whether Redondo Beach will keep its present freqs or use other freqs. Presumably the present freqs are licensed to the South Bay Reg. Comm. Center and may not be transferred without approval of the FCC.

****

From FRANCIS (CA-LK-001): Napa CHP units (21) are now dispatched by Santa Rosa on the Orange (42.88B, 42.66M). They were formerly dispatched by Oakland on the purple.

Lake County Freqs-	Local Fire Depts.	155.025	(red)
		154.175	(blue)
	Lake Co. Sheriff	155.97	(Repeater)
		154.92	(CLEMARS) ch. 3
	Clearlake PD	155.565	
	Clearlake LG	155.805	
	Ambulances	463.05	

##########

More From LYBRAND (CA-LA-157): 45.24 Torrance Public Works Dept. is invaluable to residents during heavy rain storms as it is used to dispatch crews to flooded intersections, malfunctioning traffic lights, and so forth.

::::::::::

From JAMES (IL-060): I receive mobile phone skip originating from Calif. on 35.38 and 35.46 and would like to know how much power these repeaters have. Is there any way to get a list of RTTY stations on the west coast (news media RTTY). I receive them at 40.05 to 40.30mhz? James, perhaps Henry Radio, 931 N. Euclid Ave., Anaheim, CA 92801 can give you info on books to purchase. James last question deals with The Southern Calif. Detail Edition of Police Call. Yes it is special and deals with Southern Calif. only.

****

From ED (CA-RI-013): From newspaper reports, the CHP has preliminary studies under way to place a California Highway Patrol station in the southern part of Riverside County. The new district would be carved out of existing Riverside, Banning, and Oceanside patrol sections. The primary reason for the realignment has been described as the upgrading of old Highway 395 into I-15 and I15E, the latter route now officially I-215.

From ERIC (CA-LA-045):
Does anybody have info on the usage of the following freqs for San Bernardino County County ;

453.950 MHZ Local Gov't
453.250 MHZ Sheriff? shows San Bernardino and Barstow
462.275 MHZ Sheriff? shows Police Needles and Kingman, AZ

From RENE (CA-SC-018): Info on CHP Choppers-6 authorized-5 operational-Helicopter 30 based in Napa covers 9 Bay Area counties; Alameda, Napa, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Santa Cruz and Sonoma. Other bases are Fresno, Los Angeles, Redding, and Sacto.

RCMA's former President John (CA-OR-018) while working as a college professor got involved as a crimefighter helping the Campus Security attempt to find a major criminal after hearing over the scanner of a possible rape.

Your favorite P.S. Cal. Editor (Eric) has been promoted to store manager of the Radio Shack Store at 17054 Magnolia, Fountain Valley, CA 92708. Tis quite a change from being a police dispatcher and a Chippie.

SAN DIEGO POLICE DEPARTMENT

JEFF (CA-OR-012)

DISPOSITION CODES

A Arrest Made
K No Report Required
R Report Made
U Unfounded

ALPHA-NUMERIC UNIT DESIGNATORS

A Agent
B Community Relations Unit
C Captain
D Detective
E Traffic Enforcement Unit
F Two Officer Unit w/ Trainee
G One or Two Officer Extra Patrol Unit
H Two Officer Extra Unit w/ Trainee
J One Officer Patrol Unit
K Two Officer Patrol Unit
L Lieutenant
M Motorcycle Unit
N One or Two Officer Investigative Unit
O Community Service Officer
P Parking Control Officer
R Reserve Officer
S Sergeant
T Traffic Unit
U Two Officer "C" Squad Unit w/ Trainee
V School Task Force Unit
W One Officer Extra Patrol Unit
X Two Officer Extra Patrol Unit
Y One Officer "C" Squad Unit
Z Two Officer "C" Squad Unit

SANTA CLARA COUNTY CENTRAL FIRE DISTRICT

From BILL (CA-SC-029)

F2: 154.250 North County Dispatch
F14: 154.280 Mutual Aid
154.145 South County dispatch

Main dispatch identifies as CONTROL 2 located in San Jose. (KMB884)

STATION NAME	LOCATION	CALL
Calaveras	Milpitas	KDN997
CSD	Coyote	KCI681
Cupertino	Cupertino	KMA667
Lockheed	Sunnyvale	KDN998
Los Gatos	Los Gatos	KBP901
Milpitas	Milpitas	KMG456
Montevista	Cupertino	KJW778
Quito	Los Gatos	KMA669
Redwood	San Martin	KLG451
Saratoga	Saratoga	KS0875
Shannon	Los Gatos	KRV308
Sunnyhills	Milpitas	KQL898
West Valley	Saratoga	KFV911
Winchester	Los Gatos	KRV306

Corrections to the Alameda Co Fire list of October 1982

(Bob CA AL 042)

Delete Ashland
Cherryland
San Lorenzo
Add Eden Consolidated -3 stations
154.07 Main
Change Fremont to 488.412 Main
489.012 Sec
Change Newark to 488.662 Main
Change Union City
to 488.612 Main

Also All units of the Fremont, Newark and Union City Fire Departments have capabilities of talking on each others frequencies.

Extracted from public
records dated 12/81.
G. C. Currivan (CA-SF-005)

STATE OF CALIFORNIA
OFFICE OF EMERGENCY SERVICES

FIRE ENGINES

101 Imperial County Fire Dept.
102 Carpinteria-Summerland F.P.D.
103 Kern County Fire Dept.
104 Madera County, CDF Madera
105 Long Valley FPD, Laytonville
106 Pacifica Fire Department
107 Mariposa, CDF
108 Campbell Fire Department
109 Ventura County, Santa Paula
110 Stanton Fire Department
111 Willows Rural Fire District
112 Georgetown Fire Prot. Dist.
113 Merced County Fire Dept.
114 Fremont Fire Department
115 W. Stanislaus County Fire Dist.
116 Calif. Medical Fac.,Vacaville
117 San Ramon Valley Fire Dist.
118 Orange County, CDF Orange
119 Oceanside Fire Dept.
120 Riverside County Fire Dept.
121 Susanville Fire Department
122 Palos Verdes Estates F.D.
123 Santa Barbara County F.D.
124 Orinda Fire District
125 Loyalton Volunteer Fire Dept.
126 Fort Bragg Volunteer F.D.
127 Costa Mesa City Fire Dept.
128 South Placer FPD, Roseville
129 Ventura City Fire Department
130 San Mateo County CDF, Belmont
131 San Luis Obispo Fire Dept.
132 Barstow Fire District
133 Santa Barbara Fire Dept.
134 Salinas Rural Fire Prot. Dist.
135 Salinas City Fire Department
136 Riverside CDF, Perris
137 Oxnard City Fire Department
138 CDF, El Cajon
139 San Anselmo Fire Department
140 Riverview Fire Prot. Dist.
141 Stanislaus Co., Modesto
142 San Francisco Fire Dept.
143 Riverside City F.D.
144 Rincon Valley F.P.D.
145 Truckee Fire District
146 Merced County Fire Dept.
147 Kern County Fire Dept.
148 So.Santa Clara Co. F.D.
149 Sutter Creek, CDF
150 Contra Costa Co. Consol.
151 Quincy Fire Department
152 Vacaville Fire Dept.
153 Middletown Fire Dist.
154 Valley of Moon FPD
155 Napa Fire Department
156 Santa Barbara Co. F.D.
157 Eureka Fire Department
158 Anaheim Fire Department
159 Lawrence-Livermore Lab
160 Bishop Volunteer F.D.
161 Crest Forest Fire Dist.
162 Orange County Fire Dept.
163 San Bernardino Co. CDF
164 Lake Arrowhead FPD
165 Kentfield Fire District
166 Los Angeles Co. F.D.
167 Los Angeles Co. F.D.
168
169 Pomona Fire Department
170 Covina City Fire Dept.
171 Citrus Heights Fire Dept.
172 Rancho Cordova F.D.
173 Stockton Fire Dept.
174 Winters Fire Department
175 Delta Fire District
176 Fresno Fire Department
177 Mid-Valley Fire District
178 Kings County Fire Dept.
179 Porterville Fire Dept.
180 Visalia, CDF
181 Anderson Fire Dept.
182 Redding Fire Department
183 Weaverville Fire Dist.
184 Tehama Co.,CDF Red Bluff
185 Butte County Fire Dept.
186 Montclair Fire Dept.
187 Banning Fire Dept.
188 Corona Fire Department
189 Ontario Fire Department
190 San Bernardino City F.D.
191 Fallbrook Fire District
192 La Mesa Fire Department
193 San Diego City F.D.
194 Spring Valley FPD
195 Vista Fire Prot. Dist.
196 Pollock Pines-Camino F.D.
197 Arcadia Fire Department
198 Solano County
199 Woodbridge Fire Dist.
200 SHARPS Unit, Sacto. F.D.
HR/F 1 Sacto. City Fire Dept.

SAN FRANCISCO POLICE IDENTIFIERS

CLIFF CA AL 029
(12-82)

1---- = ADMINISTRATION BUREAU
2---- = SUPPORT SERVICES BUREAU
3---- = FIELD OPERATIONS BUREAU-PATROL DIVISION
4---- = FIELD OPERATIONS BUREAU-TRAFFIC DIVISION
5---- = INVESTIGATIONS BUREAU

1X500 =CHIEF OF POLICE
1X400 =DEPUTY CHIEF /ADMINISTRATION
1A UNITS=
1A 200 =
1B UNITS=POLICE COMMISSIONERS
1B6 =COMMISSIONERS SECY.
1C1 =CHIEF ADMIN. OFFICER
1C25/36 =POLICE CHAPLAINS
1C80/89 =CORONER
1D1 =DISTRICT ATTORNEY
1D2/49 =STAFF
1E1 =EDUCATION/CRIMES PREV./PUBLIC AFFAIRS
1F1 =SPECIAL ASSISTANT TO THE CHIEF
1G UNITS=GENERAL OFFICE/PERMITS/TAXI DETAIL
1G 200 = C.O.
1H UNITS= AMBULANCES
1I100 INTERNAL AFFAIRS SGT.
1I200 INTERNAL AFFAIRS LT.
1I300 INTERNAL AFFAIRS C.O.
1J1 =ATTORNEY GENERAL (state)
1K1 =DIRECTOR OF EMERGENCY SVC.
1K UNITS=STAFF
1K60 =MOBILE VAN
1L UNITS=LEGAL OFFICE STAFF
1L200 = C.O.
1M UNITS=MAYORS STAFF
1M600 =MAYOR
1N UNITS=INTELLIGENCE UNITS
1N200 =INTELLIGENCE C.O.
1P UNITS=
1P200 =
1R UNITS=COMMUNITY RELATIONS STAFF
1R200 = C.O.
1S1 =PRESIDENT/BOARD OF SUPERVISORS
1S UNITS=MEMBERS/BOARD OF SUPERVISORS
1T UNITS=ACADEMY/RANGE STAFF
1T 300 =C.O.
1U =ADMIN. BUR. HQ. STAFF
1V UNITS=P&R/BUDGET/DPSD STAFF
1V 300 =C.O.
1Z UNITS=HOUSING POLICE STAFF
1Z 100 =SGT.
1Z 200 =C.O.

2X400 =DEP. CHIEF /SUPPORT SVC.
2A UNITS=CRIMINAL INFO. DIV. STAFF
2A300 =C.O.
2C UNITS=CRIMINALISTICS DIV. STAFF
2C300 =C.O.
2D UNITS=PROPERTY CLERK STAFF
2D200 =C.O.
2E1 =MOTOR VEHICLE INSPECTOR
2E UNITS=POLICE GARAGE STAFF
2E 22 =POLICE TOW TRUCK
2F UNITS=RECORDS SECTION STAFF
2F200 =RECORDS SECTIONS C.O.

2I UNITS=IDENTIFICATION STAFF
2I200 =C.O.
2R UNITS=communications staff
2R200 =C.O.
2U =SUPP. SVC. HQ./STAFF
2W UNITS=WANTS/WARRANTS SECTION STAFF
2W200 =WANTS/WARRANTS SECTION C.O.

3X400 =DEPUTY CHIEF /FIELD OPERATIONS BUREAU
3X300 =COMMANDER
3X301 =COMMANDER
3A00 =CENTRAL STATION
3B00 =SOUTHERN STATION
3C00 =POTRERO STATION
3D00 =MISSION STATION
3E00 =NORTHERN STATION
3F00 =PARK STATION
3G00 =RICHMOND STATION
3H00 =INGLESIDE STATION
3I00 =TARAVEL STATION
(the following identifiers would be used by all station---pre-fixed, ofcourse, by the station I.D. above)
1/28 =RADIO CAR BEATS
29 =SCHOOL PATROL
30/32 =WAGONS
35/36 =BURGLARY INVESTIGATION UNITS
37/38 =ROBBERY INVESTIGATION UNITS
40/54 =FOOT PATROL BEATS
55/59 =FIELD EVIDENCE TECHS.
60/64 =3/W MOTORS (SWORN OFFICERS)
65/69 =3/W MOTORS (CIVILIANS)
70/79 =ADVANCE and SPOTTER TEAMS
80/89 =PATROL SPECIAL OFFICERS
90/99 =SQUADS ON TAC DEPLOYMENT
100/105 =SGT.
200 =DUTY WATCH COMMANDER (LT.)
300 =STATION CAPTAIN
(note; if the letter "S" is sufixed onto any of the above it identifies the unit as one man)
3M UNITS=MUNI TRANSIT POLICE
3P UNITS=PATROL DIV. HQ./STAFF
3P300
3P301 =NIGHT OPERATIONS CAPTAINS
3S300 =AIRPORT CAPTAIN
3T UNITS=TAC UNITS (old CSTF)
3T-- =THIS UNIT ID SUFFIXED WITH A NUMBER AND LETTER REFER TO "UNIFORMED OFFICER IN UNMARKED VEHICLE" (ie. 3T7B)
3T10/19 =HORSE UNITS
3T80/89 =E.O.D. (BOMB UNITS)
3T90/99 =DOG UNITS
3T190 =DOG UNIT SGT.
3T200 =DOG UNIT LT.
3U =FIELD OPERATIONS BUREAU HQ./STAFF

4A3/4 =TRAFFIC EDUCATION UNIT
4A5 =COURT OFFICER
4A6 =TRAFFIC SURVEY UNIT
4A7/11 =SCHOOL SAFETY
4A12 =OUT OF STATE UNIT
4A13 =METERS
4A14 =TOWS
4A15 =IMPOUNDS
4A17 =MAINTENANCE OFFICER
4B10/19 =SOLO MOTOR BEATS COMPANY "A"
4B20/29 =SOLO MOTOR BEATS COMPANY "B"
4B30/39 =SOLO MOTOR BEATS COMPANY "C"
4B40/49 =SOLO MOTOR BEATS COMPANY "D"
4B50/59 =SOLO MOTOR BEATS COMPANY "E"
4B60/69 =SOLO MOTOR BEATS COMPANY "F"
4B70/79 =SOLO MOTOR BEATS COMPANY "G"
4B80/89 =SOLO MOTOR BEATS COMPANY "H"
4B90/99 =SOLO MOTOR BEATS COMPANY "I"
4B100 =SGT.
4B200 =LT.
4B300 =CAPTAIN (E&I)
4C10/19 =A.I.B. ZONE 1
4C20/29 =A.I.B. ZONE 2
4C30.39 =A.I.B. ZONE 3
4C100 =SGT.
4C200 =A.I.B. C.O.
4D UNITS=
4D200 =
4E11/30 =CONJESTION & PARKING UNITS
4E100 =SGT.
4E200 =CONJESTION & PARKING C.O.
4F UNITS=FOOT PATROL/FIXED POST
4G UNITS=CIVILIAN PARKING CONTROL
4H UNITS=CIVILIAN PARKING CONTROL
4J units=CIVILIAN PARKING CONTROL
4K UNITS=MOTOR OFFICER W/RADAR
4M UNITS=PARADE/ESCORT DETAILS
4R UNITS=3/W CANDLESTICK PARK
4T UNITS=OFFICERS IN TRAINING

POLICE PHONETIC ALPHABET

A= ADAM	N= NORA
B= BOY	O= OCEAN
C= CHARLES	P= PAUL
D= DAVID	Q= QUEEN
E= EDWARD	R= ROBERT
F= FRANK	S= SAM
G= GEORGE	T= TOM
H= HENRY	U= UNION
I= IDA	V= VICTOR
J= JOHN	W= WILLIAM
K= KING	X= XRAY
L= LINCOLN	Y= YOUNG
M= MARY	Z= ZEBRA

5X400 =DEPUTY CHIEF INVESTIGATIONS BUREAU
5A UNITS=PERSONAL CRIMES DIVISION
5A300 =CAPTAIN
5B UNITS=HIT AND RUN DETAIL
5B200 =C.O.
5C UNITS=AUTO DETAIL INVESTIGATORS
5C200 =OFFICER IN CHARGE
5D UNITS=BURGLARY DETAIL SOUTH
5D200 =OFFICER IN CHARGE
5E UNITS=PAWN SHOP DETAIL
5E200 =OFFICER IN CHARGE
5F UNITS=FRAUD DETAIL UNITS
5F200 =OFFICER IN CHARGE
5G UNITS=GENERAL WORKS INVESTIGATION UNITS
5G200 =OFFICER IN CHARGE
5H UNITS=HOMICIDE DETAIL UNITS
5H200 =OFFICER IN CHARGE
5I UNITS=SEXUAL ASSAULT DETAIL
5I200 =OFFICER IN CHARGE
5J UNITS=ROBBERY DETAIL UNITS
5J200 =OFFICER IN CHARGE
5K UNITS=BURGLARY DETAIL NORTH
5K200 =OFFICER IN CHARGE
5N UNITS=NARCOTICS UNITS
5N200 =OFFICER IN CHARGE
5S UNITS=INSPECTORS (SPECIAL SATURATION DETAIL)
5S
5T UNITS=youth services division
5T300 =C.O.
5u =INVESTIGATION BUREAU HQ./STAFF
5V UNITS=VISE CRIMES DIVISION UNITS
5V300 =C.O.

LOW BAND	P.I.C.	STATION ID
45.10		3G00,3H00,3I00
45.14		3D00,3C00
45.58		3A00,3B00
45.46		3E00,3F00
	460.225	3G00,3H00,3I00
	460.125	3C00,3D00
	460.500	3A00,3B00
	460.075	3E00,3F00 (CW-2)

CITYWIDE #1 460.350
CITYWIDE #2 460.075
CITYWIDE #3 460.045
SAN FRANCISCO DETECTIVES-155.550
SAN FRANCISCO NARCOTICS--460.525
SAN FRANCISCO NARCOTICS--460.550
SAN FRANCISCO AIRPORT ---453.200 FIRE/OPS
SAN FRANCISCO AIRPORT ---453.375 SECURITY

Public Safety - California continued

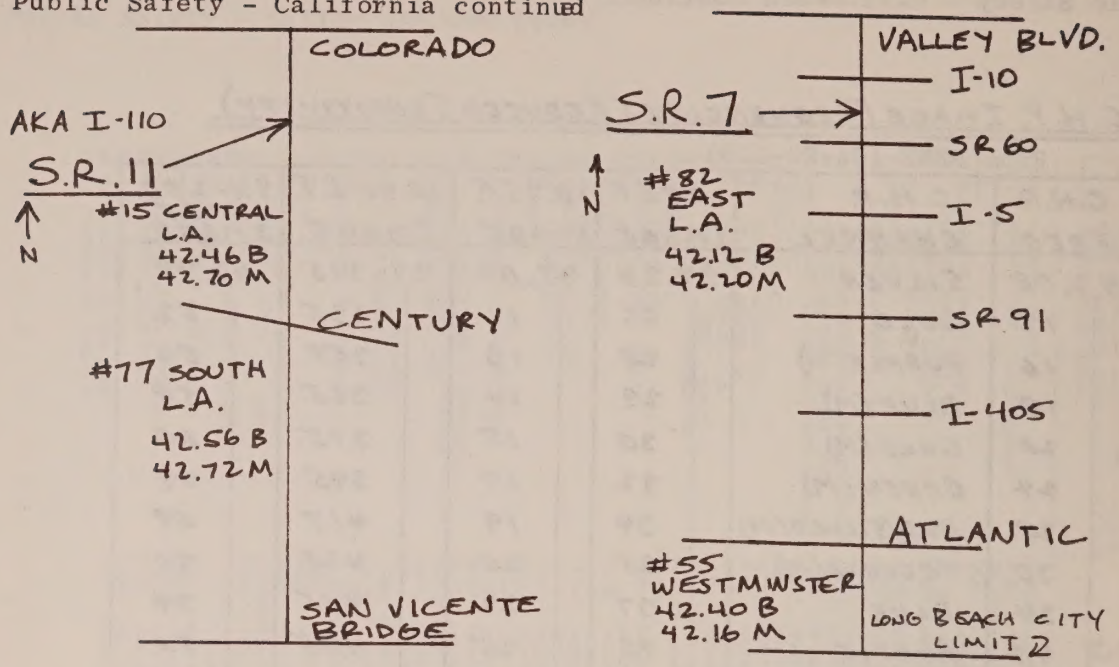
C.H.P. IMAGE FREQUENCIES (REDUCED SENSITIVITY)

From RENÉ (CA-SC-018)

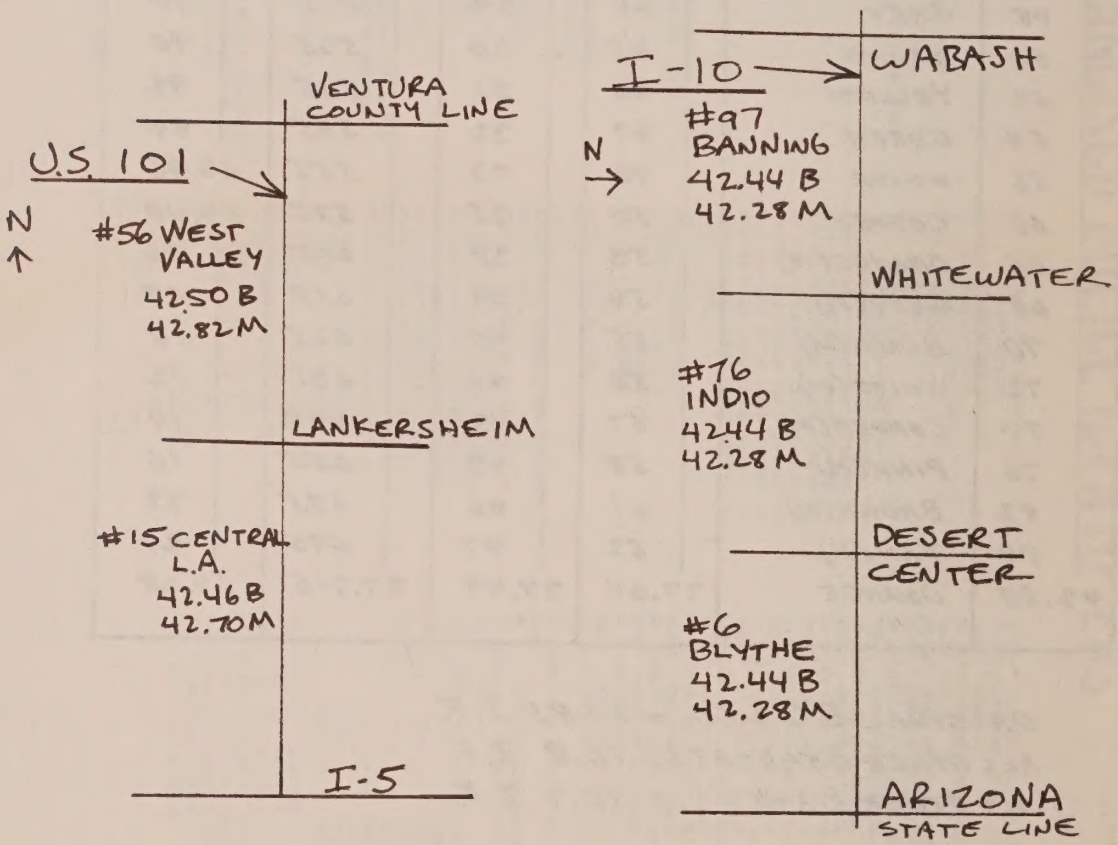
C.H.P. FREQ.	C.H.P. CHANNEL	10.8 I.F. IMAGE	10.7 I.F. IMAGE	10.85 I.F. IMAGE	SX-200 10.7 I.F. IMAGE
42.08	SILVER	37.24	37.09	37.315	63.48
12	GOLD	26	11	335	52
16	PURPLE(M)	28	13	355	56
18	BLUE(M)	29	14	365	58
20	GOLD(M)	30	15	375	60
24	GREEN(M)	32	17	395	64
28	RED/SILVER(M)	34	19	415	68
30	YELLOW(M)	35	20	425	70
34	BLUE	37	22	445	74
40	PURPLE	40	25	475	80
42	TAN	41	26	485	82
44	RED/PINK	42	27	495	84
46	BLACK	43	28	505	86
48	GREY	44	29	515	88
50	BROWN	45	30	525	90
52	YELLOW	46	31	535	92
54	GREEN	47	32	545	94
56	WHITE	48	33	555	63.96
60	COPPER	50	35	575	64.00
66	ORANGE(M)	53	38	605	06
68	GREY(M)	54	39	615	08
70	BLACK(M)	55	40	625	10
72	WHITE(M)	56	41	635	12
74	COPPER(M)	57	42	645	14
76	PINK(M)	58	43	655	16
82	BROWN(M)	61	46	685	22
84	TAN(M)	62	47	695	24
42.88	ORANGE	37.64	37.49	37.715	64.28

ORIGINAL BC 250 = 10.85 I.F.
ALL OTHER BEARCATS = 10.8 I.F.
MOST OTHER MAKES = 10.7 I.F.

NOTE - TO ASSURE CORRECT 5KHz INCREMENTAL IMAGE PROGRAMMING ON ORIGIN
BC 250, USE THE SPLIT PROGRAMMING FORMULA WHICH CHANGES THE 10KHz TO
5KHz INCREMENTS IN THE 30 TO 50 MHz BAND.



CHP JURISDICTIONS (SO. CAL.)



Fremont Fire Department Bob- CA-AL-042

Station #1 4200 Mowry Ave
Engine 1, Truck 1, Duty BC
Station #2 37645 2nd Street
Engine 2, J 2
Station #3 40700 Chapel Way
Engine 3
Station #4 190 Anza Street
Engine 4, J 4
Station #5 47180 Warm Springs
Engine 5 J 5
Station #6 37412 Fremont Blvd
Engine 6
Station #7 43600 Grimmer
Engine 7, Truck 7 OES 114, Tanker
Station #8 3723 Darwin Dr 7
Engine 8

The "J" units are 4 wheel Brush Trucks
5C Fire Chief
BC1 Administrative BC
BC2-BC3-BC4 On duty BC
BC5 Fire Prevention Bureau Chief

Fremont Police Department has just Changed over to the "T" band with computer dispatch. At present all Dispatching is done on Channel 1A. Channel 1B is used for back-up, want checks and normal car to car traffic. Whenever the cars don't want to go thru the repeater they use either Channels 8,9 or 10

Channel	Position A	Position B
1	483.037R	483.137R
2	482.637R	482.637R
3	482.487R	483.112R
4	482.362R	482.937R
5	485.362M	482.862B
6	482.337R	482.337R
7	Empty	Empty
8	483.037M	483.137M
9	483.037M	483.137M
10	482.637M	482.637M

Beginners ?????? Corner

If you are new to monitoring, or have something you don't understand, please write to me at the address given below and I will try to answer your question. When possible, your questions and answeres will be printed. For those who wish an immediate reply, please send a self-addressed, stamped envelope.
Bob Quinlan, 4243 N. Melvina, Chicago, IL 60634

Hello again-

In case you missed last month's column, I'm Bob Quinlan, the new Beginner's Corner Editor. Before I get started with this month's column, I'd like to share a personal note.

A friend of my children came into our house and borrowed some of my equipment--two hand-held radios, one Motorola H.T. 220. After a lot of screaming and yelling, I got them back (I was lucky). There were no serial numbers or any markings on these items. If found, they would have been almost impossible to identify for police report or insurance claim purposes.

So, a word to the wise: mark your equipment! Use an engraver to enscribe your social security and/or drivers license numbers. Record serial numbers, too. The police have a computer in Washington (N.C.I.C. - National Crime Information Center) for stolen property. Any identification numbers on recovered property are run through this computer.

Well, let's talk some more about noise problems. By taking the simple approach, you don't have to spend thousands of dollars to enhance your listening pleasure. Sometimes a simple idea and a little trying will help you out a lot, or, get you on the right track.

Check all of your electrical connections. Include your antenna in that inspection. Then, seal them, using a liquid silicon sealer to waterproof the parts that are exposed to the elements. Moisture will do strange things to coax!

Another cause for problems is intermodulation between stations. Example? I used to live in a neighborhood ocated near an Illinois State Police transmitter. The transmitter was so close that, had it fallen, it would have landed in the back yard. When they keyed up, everything was wiped out. I tried both building and buying filters. Moving away finally solved the problem.

Sometimes nothing works (short of moving away), but give the above tip a try. If you have any questions, please write. I'll answer to the best of my ability.

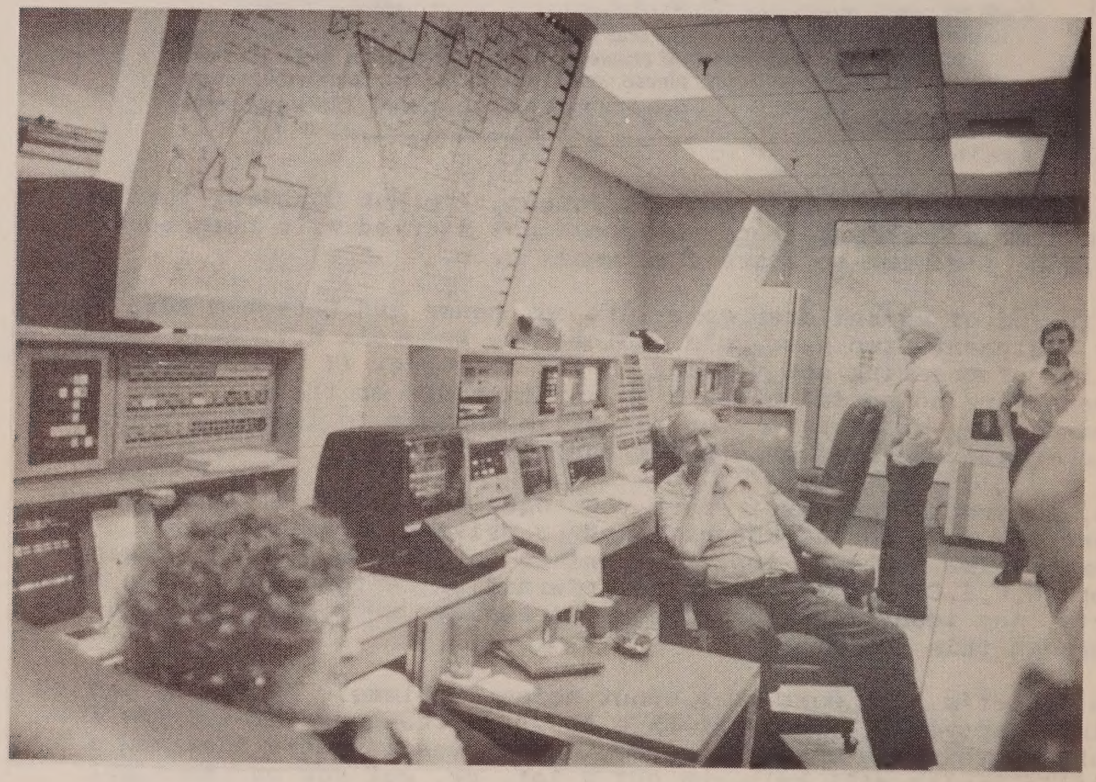
Happy Monitoring
Bob Quinlan
IL-157

photo department

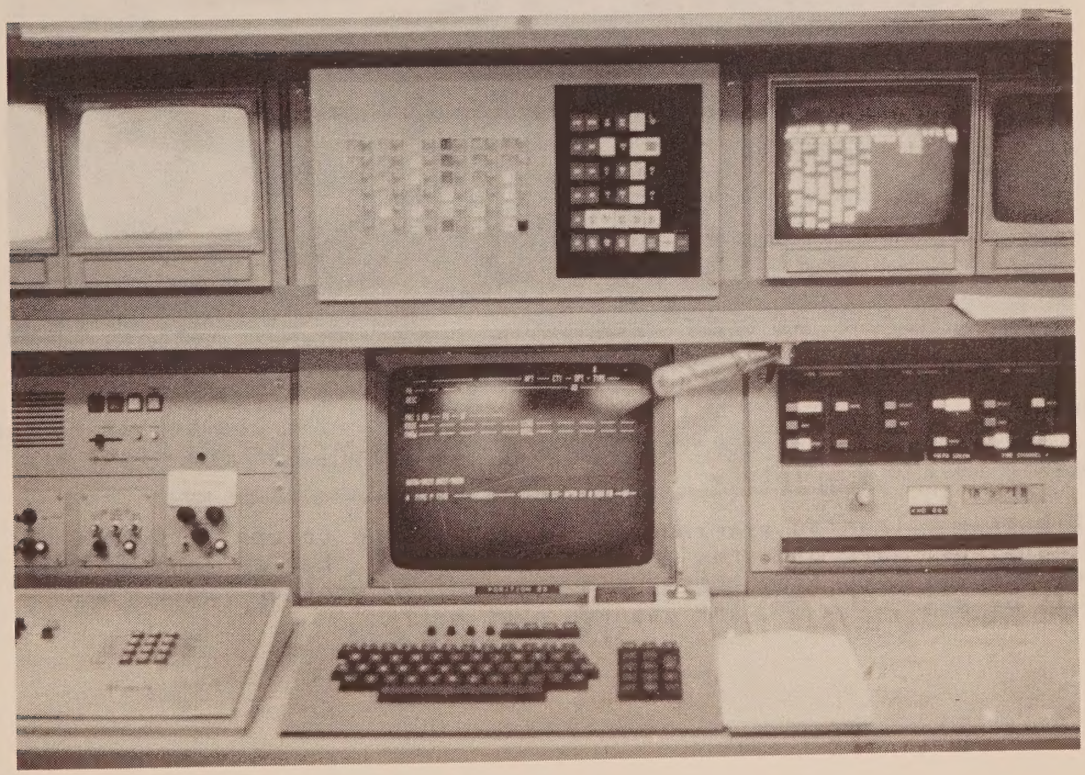
Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:

Hugh Stegman, 11622 Exposition Blvd., #2, Los Angeles, CA 90064

By now everyone knows how California had possibly its worst winter ever, with storms, tornadoes, and even earthquakes, all on a scale previously unimaginable in sunny Lotus Land. Just before all this happened, RCMA's Greater L.A. Chapter visited the "Net 6" fire comm center in Huntington Beach. With parts of this area soon under a few feet of water, Net 6 probably hasn't looked this relaxed since!



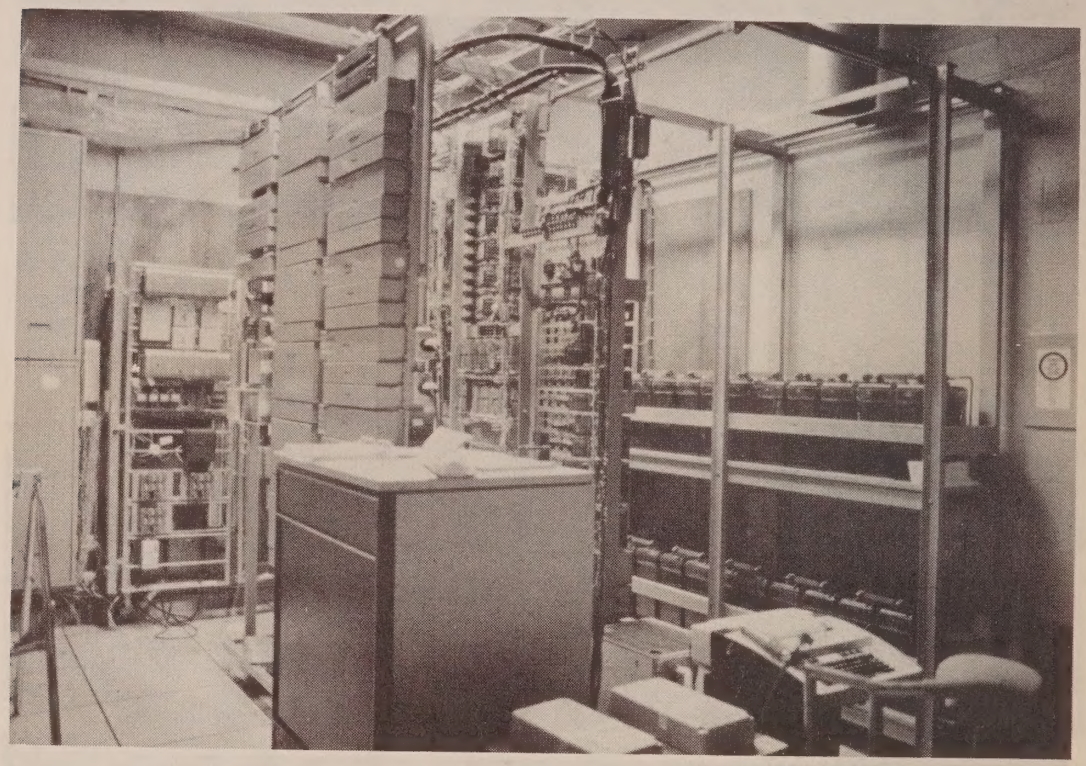
This relatively small facility in a firehouse basement handles FD and rescue dispatch for H.B. and the neighboring communities of Seal Beach, Westminster, and Fountain Valley. Calls from the Orange County 911 system come here after screening by Huntington Beach PD. The three computer-equipped dispatch positions use a lot of real nice Motorola gear. Left of the big, overhead map is the main position, with the backup console in the center capable of being split off when it gets busy, and the third position being activated in major emergencies like the flood. FD dispatchers have EMT training.



2: The main console provides a lot of information. Just to the dispatcher's right is the small video display unit (VDU) that shows phone numbers of callers and other 911 data. The CRT behind the keyboard displays information from FD files on every address in the area served. To its right is equipment status updated automatically by CADS, which gives the actual alarms. If the main computer (at HBPD) goes down, the Burroughs minicomputer at right provides a back-up. Dispatch reverts to the manual mode, however.

Direct phone lines run to such local agencies as ambulance companies. These people also monitor Net 6 traffic on scanners, in a good example of responsible scanner use serving the public interest. In fact, a BC 300 is in use elsewhere in this dispatch room.

3: The Motorola console has three main low-band channels (Net 6 dispatch, county mutual aid, and command), plus a backup frequency and HBPD "green". Communication is by voice on radio or firehouse PA, and also over Modat teleprinters. "Turkey calls" are common.



The back room houses Telco equipment for 911. The big box at center is hard-disk storage for the Burroughs computer. At the right are batteries and a printer.

It's time to remind everyone that this is YOUR column. You may be afraid that your pictures are not good enough, but as long as they are B&W, even halfway sharp, and relevant to monitor radio they will be used. So 73, and see you next month.

Converter Magic!

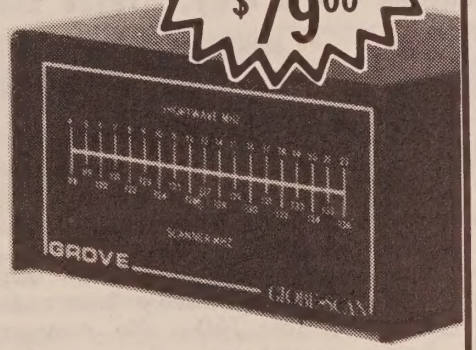
Turn your aircraft scanner into a worldwide AM receiver with the unique, new . . .

CVR-2 GLOBESCAN Shortwave Converter

Plug in your new Globescan and you won't believe your ears! You'll hear —

•pirate radio broadcasts •revolutionaries challenging governments •news reports from the Middle East •the entire 4-22 MHz spectrum -- without gaps!

HEAR International AM Broadcasts from Moscow ... Rome ... Havanna ... London ... FOR JUST $79.00



5 Good Reasons to Order Your Globescan today:

1. Adapts to any programmable scanner with 118-136 MHz aircraft reception.
2. Lightweight: Just 10 ounces.
3. Compact and portable: 4"x3"x2".
4. Instant Memory Recall: Enter your favorite SW broadcast frequencies into the scanner's memory. Listen whenever you want...instantly.
5. Search for Unknown Stations...with your search feature. Squelch quiets the receiver until a signal is heard.

New CVR-2 GLOBESCAN...listening luxury not found on expensive shortwave receivers...complete with accessory plugs and easy-to-follow instructions. Installs in 2 minutes or less!

Try it 15 Days-Risk Free!

Just call our TOLL FREE ORDER NUMBER: 1-800-438-8155 and charge Globescan to your VISA or MASTERCARD.

Or send your check or money order for $79 (plus $2 for UPS shipping) to

GROVE ENTERPRISES

Dept. L, 140 Dog Branch Road, Brasstown, NC 28902

ALL ORDERS SHIPPED WITHIN 48 HOURS. ORDER TODAY!

(Sorry, no CODs. Foreign customers, please write for shipping information. If you have a question before ordering, call our CUSTOMER SERVICE OFFICE at 1-704-837-2216, 9-5 EST weekdays.)

PAID ADVERTISEMENT

Railroads

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:

Gary L. Sturm, 1506 W. Hively Ave., Elkart, IN 46517

This month Mark (NY-246) has submitted a listing of the railroad radio channels he listens to on the Long Island Rail Road. We've added a few notations of our own to make the list more complete and wish to thank new member, Mark, for this data.

LONG ISLAND RAIL ROAD

160.380	Ch. 1	Road & Towers
161.445	Ch. 2	Dispatcher "204"
161.265	Ch. 3	Yard
161.535	Ch. 4	Car Inspectors and Road
161.385	Ch. 1	Signal Department
160.785	Ch. 2	Track Department
160.725	Ch. 3	M of W: Mobile-to-mobile
160.455	Ch. 1	Police: Long Island Headquarters
160.605	Ch. 2	Police: Car-to-car/Surveillance

Mark also would like a copy of the 10-codes used by the LIRR police. If anyone has a copy, please forward the info to the editors of this column.

UNION PACIFIC - MISSOURI PACIFIC - WESTERN PACIFIC MERGER

UP's merger with MP and its acquisition of WP became official on December 22, 1982 when the U. S. Supreme Court dismissed the suits filed by competing railroads. Beginning in late January, 1983, most of Western Pacific's locomotives were put into storage and Union Pacific power took over most of the work on the ex-Western Pacific lines. WP monitors report greatly increased radio traffic on the Union Pacific road channel, 160.740. No conversion of equipment was needed since all WP base stations, locomotives, cabooses, and lineside dispatcher transmitters were equipped with the UP road channel about two years ago. The WP channels are still in use by maintenance of way equipment and the few WP locomotives still in operation. We will keep you informed of changes as they occur.

We have not received any reports of radio changes on the Missouri Pacific lines. If you live in MP territory and notice any changes in radio usage, we would appreciate hearing from you.

RAILROAD RADIO FREQUENCY LIST

THE BEST IS BACK!! The "Compendium of American Railroad Radio Frequencies" compiled by Gary L. Sturm and Mark J. Landgraf and computer typeset by Bill Farmer. Includes radio listings for over 470 Railroads, Industrials, Rail Transit Systems, Tourist and Museum operations. U.S., Canadian, and Mexican listings. Over 140 frequency listings for the Santa Fe Railroad alone! No other publication like it in existence. For your first class post-paid copy send a check for $8.00 to:

Mark J. Landgraf
3 Coralberry Circle
Albany, NY 12203

NEW TRANSIT FREQUENCIES

A transit magazine stated that the Port Authority of Allegheny

County PA was going to install a new radio system on their commuter trains. These frequencies are in the 470.xxxx MHz range. They stated that there are four frequencies to be assigned in this band. The channels are to be used for digital data, road, police, and maintenance of way, and yard. If you are in the Pittsburgh area and can set up your programmable scanner to search the 470 MHz band, we would like to find out what the frequencies are.

We have also heard that the Southeastern Pennsylvania Transportation Authority (SEPTA) has changed their frequenices from the low band VHF area to new frequencies in the 502 and 505 MHz range. Some of these frequencies will be used for rail transit vehicles and others will be used for bus service. The repeater output freqencies are:

502.4875	502.5125	502.5375	502.5625	502.5875	502.6125
502.6375	502.6625	502.6875	502.7125	502.7375	502.7625

Repeater input frequencies are 3 MHz higher. Past uses for their radio channels have been the Red Arrow Division, City Division, City Division NE & SW, supervisors West and NE. Other uses may be for maintenance and transit police. Still other channels may be used for ex-Conrail commuter operations which were taken over by SEPTA on January 1, 1983. The regular Conrail commuter channels have been reported as being 'dead' now. If you have any information on these changes, please let us know so we can pass it along to everyone.

Until next month when we meet again, we wish you interesting monitoring.

—Gary & Bill

This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:

Larry Van Horn (TN-014),1111 N. Carrier Pkwy., B-107, Grand Prairie, Texas 75050.

Greetings and welcome to the May 1983 Space Comms column. Not much monitoring activity this month due to alot of Navy commitments. I spent a week on the USS Saratoga eyeballing the Fleetsatcom antennas. Gayle, Loyd and I are currently in San Antonio on vacation away from my regular typewriter. Sorry for the poor quality but I have to make do with what I have. Now on with the show from San Antonio...

Space Activity

1983 1A 13757 Cosmos 1428 1/12 104.7 82.9 1018 974
Standard NAVSAT, Xmsn: 150.000 Mhz.
1B C-1 Rocket Body 13758
1983 2A/H Cosmos 1429-1436 13761-13768
1/19 115.0 74.0 1505 1450
Military Tactical COMSATS,Xmsn: possibly 7/8 Ghz. range
2J C-1 Rocket Body 13769
1983 3A 13770 Cosmos 1437 1/20 97.6 81.1 676 629
Military Large Ferret Elint Satellite, Xmsn: unknown
1983 3B A-1 Rocket Body 13771
1983 4A 13777 IRAS 1/25 102.3 100.1 902 869
Infared Astronomical Satellite,scientific
4B Delta 3910 Rocket Body 13778
1983 5A 13779 Cosmos 1438 1/27 88.8 70.3 253 213
Military Photo Recon, Xmsn: 19994 Khz, Decayed 2/7/83
5B A-2 Rocket Body, Object decayed 2/7/83
5C-5F Capsules 13787- 13790 Decayed 2/8-2/15/83
1983 6A 13782 CS-2A 2/4 1436 0.2 35800 35800
Japanese COMSAT @ 135 East,Xmsn: 6/4 Ghz, Ku band
6B N-II Rocket Body 13786.

1983	7A	13784	Cosmos 1439	2/6	89.7	70.3	369	179
		Military Photo Recon, Maneuverable, Xmsn: 19989 kHz.						
	7B	A-2 Rocket Body, Decayed 2/10/83						
1983	8A	13791	Operations 252	2/9	107.6	63.3	1199	1043
	8B	13792	SSD Payload					
	8C-8F	Each object is a seperate inferiormeter.						
		Note: This SSD payload splits into 4 inferiormeter and is the current Navy Ocean Surveillance Satellite System.						
1983	9A	13793	Cosmos 1440	2/10	89.4	82.3	304	224
		Military Photo Recon, Xmsn: unknown						
	9B	13794	A-2 Rocket Body, Decayed 2/15/83					
1983	10A	13818	Cosmos 1441	2/16	97.4	81.1	666	631
		Military Large Ferret, Xmsn: unknown						
	10B	A-1 Rocket Body						
1983	11A	Astro B	13829	2/20	94.3	31.4	504	494
		Japanese Scientific Satellite, Xmsn: 136/400 Mhz. telemetry						
	11B	N-11 Rocket Body						

DSCS COMSATS

Last month I mentioned the launch of the first DSCS III. Bill Blomgren mentioned these satellites in his May 1981 Satellite column. For further information on this series of satellites, I have prepared the following brief summary of information I currently have.

DSCS II

channel breakdown

channel 1 Uplink 7975-8100 Mhz./Downlink 7250-7375 Mhz.
Beacon 7350.1 Mhz.

channel 2 Uplink 8125-8175 Mhz./ Downlink 7400-7450 Mhz.

channel 3 Uplink 8215-8400 Mhz./ Downlink 7490-7675 Mhz.
Beacon 7675.1 Mhz.

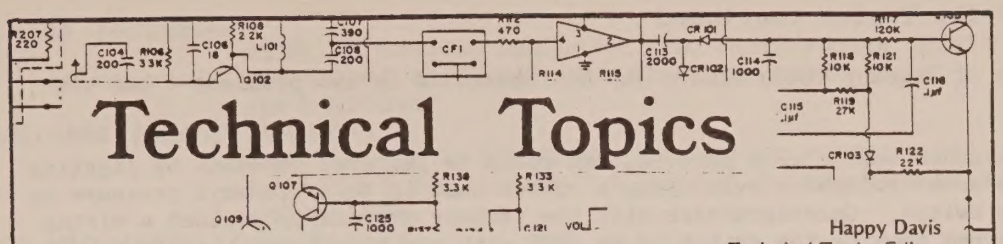
channel 4 Uplink 7900-7950 Mhz./Downlink 7700-7750 Mhz.

Orbital Slots are as follows: Indian Ocean 60 East/W.Pacific 175 East E. Pacific 135 West/ Atlantic 13 West and Atlantic 12 West. Believe one of these Atlantic satellites is an in orbit spare.

DSCS III

The first in a series was object 82-106B launched 10/30/82. Users of the new series include military command and control, defense comms, ground mobile comms, and by the National Command Authority/WHCA and the Diplomatic Telecommunications Service. This is a 7/8 Ghz. 6 channel satellite- 2 at 40 watts and 4 channels at 10 watts with bandwidths ranging from 50-85 Mhz.This satellite receives and transmits X band and UHF as I understand now. 82-106B, I believe, is slotted for 135 West as the E. Pacific COMSAT. Those of you with UHF gear might want to check 240-279 Mhz. for any new UHF satellite channels and report these to Space Comm. The other series III slots are Indian Ocean 60 East/W. Pacific 175 East/Atlantic 12 West. DSCS II was made by TRW and GE produced the DSCS III series for the Defense Communications Agency.

Next month a brief review of the Fleetsatcom system, space activity, report and the latest news from your RCMA Space Comm editor will be presented. Articles for future months include material on Soviet weather satellites, 1691 Mhz. GOES weather satellite converter review, Amateur Satellite-OSCAR IIIB, NASA's TDRSS, plus US weather satellites, COMSAT's, television, military satellites and much, much more so stay tuned in. Till next month 73's to all. N5FPW/WDX5FAO. LVH.....



Technical Topics

Happy Davis
Technical Topics Editor

Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions, or even computer applications for monitoring to:
Happy Davis, 7059 Dawson Road, Box 45, Cincinnati, Ohio 45243.

OUT OF BAND PROGRAMMING

By Happy Davis

It's easy to enter frequencies normally outside of the band limit of Regency programmable scanners. These Regency scanners are particularly easy to program with the following step-by-step instructions:

K-100 M-100
K-500 M-400

REGENCY K-500 OR M-400

1. Touch "manual" and pick the proper channel you wish to modify.
2. Touch "program" key.
3. Touch "period" key. The word program on the readout now disappears.
4. Enter the frequency. Example, 413.800 MHz.
5. Touch "enter" key.
6. Touch channel key, such as Channel 1.

Frequency 413.800 is now entered on Channel 1. This frequency is normally outside of the band limits.

To search frequencies out of band:

1. Touch "manual" key.
2. Touch "program" key.
3. Touch "period" key.
4. Enter frequency. Example, 413.800 MHz.
5. Touch "enter" key.
6. Touch "lower" key.
7. Enter frequency. Example, 440.100 MHz.
8. Touch "enter" key.
9. Touch "upper" key.
10. Touch "search" key.

Your Regency will now search out of the band frequencies between 413.8 MHz to 440.100 MHz. If the unit hangs up on a frequency "birdie," touch the "search" key until it starts to scan again.

REGENCY K-100 AND M-100

These scanners require a slightly different set of instructions to program frequencies out of band. Here's how to do it:

1. Press "manual" key, and advance to desired channel.
2. Press "period" key.
3. Enter out of band frequency.
4. Press "enter" key.
5. Press "channel" key.

Presto, a frequency, such as 413.800 MHz is now entered and you are ready to receive it with a fair amount of sensitivity.

To search frequencies out of band with a Regency K-100 and M-100:

1. Touch "manual" key.
2. Touch "period" key.
3. Enter frequency. Example: 413.800 MHz.
4. Touch "enter" key.
5. Touch "lower" key.
6. Enter frequency. Example: 440.100 MHz.
7. Touch "enter" key.
8. Touch "upper" key.
9. Touch "search" key.

Your Regency will now search out the band between 413.800 MHz and 440.100 MHz.

Each Regency unit may differ slightly as to how far out-of-band you may program. Generally, it is easy to program 10 or 20 MHz out of the normal band limits. However, you will probably not be able to program any more than 20 MHz from the band edges.

Out-of-band programming will let you listen to TV signals about 50 MHz, satellite signals down at 135 MHz, and amateur broadcasts between 430 and 440 MHz. You can also scan up to as high as 570 MHz on some scanner sets. This will let you bring in many government and federal channels.

In Canada, many frequencies used by the Royal Canadian Mounted Police are down near 138 MHz. These are easily picked up by out of band programming. Remember, everything you hear is confidential, so keep it to yourself. Happy programming. ■

Owners of Regency Touch K100's may be interested in two problems I had with mine:

1) The audio became very garbled, and could be improved somewhat by jiggling the power switch or even tying a rubber band to hold sideways pressure on the switch. Correspondence with the factory eventually yielded a wiring diagram showing the switch to be SPDT with one side controlling a 5-volt circuit for the logical components, and the other side controlling 9.5- & 15-volt circuits which, among other things, powered the audio section.

   Changing out the apparently defective switch was a more formidable task than I wanted to tackle (all the leads for front panel devices would need to be disconnected), so I merely put jumper wires between points which by-passed the switch, thus leaving the unit permanently "on". A line cord switch was installed for power control. This solved the audio problem.

   Anticipating short memory-battery life from the modification, I planned to install a separate SPDT switch at a convenient location on the unit to switch my jumper leads, but this has not proved necessary. I cannot see that battery life is materially shorter.

   For a SASE I will send details of my modifications to other members: Irvin Smith, 3915 Point Clear, Missouri City, TX 77459.

2) When the cold unit is first turned on, I frequently get a "POOR F." message. The factory advised that the problem is probably in the VCO circuit, and that it could be shocked into operation by turning the unit off-and-on rapidly several times. This always works for me.

Irvin Smith (TX-022)

VHF Marine

Send information, articles, frequencies and their use, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to:
Emmett L. Baxter, Jr., 424 W. 22nd St., Norfolk, VA 23517

HELLO AND WELCOME TO YOUR MAY VHF MARINE COLUMN. I WANT TO APOLOGIZE FOR THE CONDITION OF THE PRINTING IN THE LAST TWO COLUMNS. THE FAULT LIES WITH ME AND NOT THE NEWSLETTER PRINTERS. MY PRINTER DID NOT DO SUCH A GOOD JOB.THIS MONTH I AM STARTING OUT WITH A NEW AND BETTER PRINTER. IT LOOKS LIKE IT WILL SOLVE THE PROBLEM.

OUR FIRST REPORT COMES FROM THE WEST COAST;FROM DAVID(CA-SF-025).HIS REPORT CONCERNS THE SAN FRANCISCO AREA.

MOST OF NORTHERN CALIFORNIA IS PART OF THE 12TH. COAST GUARD DISTRICT WHICH IS HEADQUARTERED AT GOVERNMENT ISLAND NEAR ALAMEDA.

THE 12TH.COAST GUARD DISTRICT IS DIVIDED INTO THREE GROUPS: GROUP HUMBOLDT BAY - EXTENDS FROM POINT ARENA NORTHWARD. GROUP SAN FRANCISCO - EXTENDS FROM POINT ARENA SOUTHWARD TO PIGEON POINT(SOUTHERN SAN MATEO COUNTY) AND INCLUDES THE BAY AREA AND THE DELTA. GROUP MONTEREY EXTENDS FROM PIGEON POINT SOUTHWARD TO THE BORDERS OF THE 11TH COAST GUARD DISTRICT.

GROUP SAN FRANCISCO CONSISTS OF THE FOLLOWING STATIONS AND EQUIPMENT:

STATION BODEGA BAY:1-44 FOOT MOTOR LIFE BOAT;1-41 FOOT UTILITY BOAT

STATION FORT POINT:1-44 FOOT MOTOR LIFE BOAT (FOR ROUGH WEATHER BEYOND THE GOLDEN GATE BRIDGE;1-41 FOOT UTILITY BOAT (FOR CALM WEATHER)

BASE SAN FRANCISCO (YERBA BUENA ISLAND): GROUP HQ: 5-41 FOOT UTILITY BOATS,1-32 FOOT BOAT FOR FIRE FIGHTING AND LAW ENFORCEMENT,1-55 FOOT BOAT FOR

AIDS TO NAVIGATION WORK.2-82 FOOT PATROL BOATS THE POINT HEYER(WPB-82369)& THE POINT CHICO (WPB-82339)

STATION MARE ISLAND (VALLEJO):
1-41 FOOT UTILITY BOAT; 1-32 FOOT PATROL BOAT; 1-17 FOOT BOAT USED FOR RESCUE IN SHALLOW RIVERS AND WATERS.

STATION RIO VISTA (THE DELTA):
1-40 FOOT UTILITY BOAT;1-21 FOOT BOAT A MONARK AND 1-16 FOOT BOAT.

GROUP SAN FRANCISCO STATES MOST RESCUE COMMUNICATIONS ARE CONDUCTED ON MARINE CHANNEL 22 (157.100) BETWEEN THE DISTRESSED VESSEL AND THE COAST GUARD. IF THE SITUATION WARRANTS,COMMUNICATIONS MAY STAY ON CHANNEL 16 (156.800). COMMUNICATIONS BETWEEN COAST GUARD BOATS AND STATIONS TAKE PLACE ON BOTH CHANNEL 21 (157.050) AND CHANNEL 22 (157.100).

COAST GUARD AUXILIARY VESSELS ARE ESPECIALLY ACTIVE ON THE WEEKENDS AND ARE ASSIGNED SPECIFIC PATROL AREAS. I HAVE HEARD AUXILIARY VESSELS ON CHANNEL 21 (157.050).

BAY AREA TRAFFIC SERVICE: 156.650 MHZ.;VTS IS LOCATED ON YERBA BUENA ISLAND (COAST GUARD BASE).ALL SHIPS NAVIGATING THE BAY MUST CHECK-IN WITH TRAFFIC CONTROL.THIS INCLUDES NAVY SHIPS,TOUR BOATS AND OTHER COMMERCIAL VESSELS.
THIS CHANNEL IS ESPECIALLY ACTIVE DURING NAVY FLEET WEEK AND LIKE EVENTS.

FOR SUICIDES ON THE GOLDEN GATE BRIDGE BRIDGE; STATION FORT POINT RESPONDS USING CHANNEL 21 (157.050).I'VE FOUND THIS TO BE TRUE BY EXPERIENCE.OTHER SUICIDE FREQUENCIES ARE 482.7375 FOR THE GOLDEN GATE BRIDGE AND 42.08 FOR THE CALIFORNIA HIGHWAY PATROL.

OUR NEXT REPORT COMES FROM HARRIS (NJ-153)CONCERNING THE BRIDGE FREQUENCIES AND MARINE POLICE.HARRIS ATATES THAT THE "UNITED STATES COAST PILOTS" ,WHICH ARE BOOKS PUBLISHED BY NOS/NOAA LIST EVERY DRAWBRIDGE,INDICATE IF THE BRIDGE MONITORS THE VHF RADIO,AND BOAT WHISTLE SIGNALS REQUIRED TO OPEN THE BRIDGES.ALSO HE STATES THAT HE WOULD LIKE TO START A LISTING FOR VARIOUS BODIES OF WATERS (LIKE LONG ISLAND SOUND)WHICH WOULD SHOW THE LAND AND MARINE POLICE FREQUENCIES USED.FOR EXAMPLE NEW YORK CITY HARBOR UNITS MONITOR 476.862 AND USE CHANNEL 17 (156.850) FOR OPERATIONS.NORWALK,CONN. POLICE MONITOR 39.98 AND WILL SWITCH TO CHANNEL 14 (156.700) OR OCCASIONALLY TO CHANNEL 12 (156.600) AND CHANNEL 67 (156.375).CONTRIBUTIONS TO A LIST OF THIS TYPE WOULD BE WELCOME.

A CURIOUS SITUATION EXISTS REGARDING THE USE OF CHANNEL 20 (157.000-COAST & 161.600-SHIP).THIS CHANNEL IS ALLOCATED AS PORT OPERATIONS AND IS LEGAL FOR USE SHIP-TO-SHORE AND SHIP-TO-SHIP OPERATIONS.BUT --- THE CHANNEL IS DUPLEX -- (SHIP TRANSMIT ONE FREQUENCY AND THE COAST TRANSMITS ANOTHER FREQUENCY),THEREFORE THE SHIPS CANNOT TALK BACK AND FORTH TO ONE ANOTHER.
***** ED NOTE *****
REGARDING THE ABOVE ON THE USE OF CHANNEL 20;FROM THE FCC BOOK ENTITLED "HOW TO USE YOUR VHF MARINE RADIO",I QUOTE THE FOLLOWING: PORT OPERATIONS::: CHANNELS 5 (AVAILABLE IN HOUSTON AND NEW ORLEANS AREA ONLY),12,14,20,65,66,73,74.THESE CHANNELS ARE USED IN DIRECTING THE MOVEMENTS OF SHIPS IN OR NEAR PORTS,LOCKS OR WATERWAYS.MESSAGES MUST BE ABOUT THE OPERATIONAL HANDLING,MOVEMENT AND SAFETY OF SHIPS.IN CERTAIN MAJOR PORTS CHANNEL 11,12 AND 14 ARE BEING USED FOR THE VESSEL TRAFFIC CONTROL SYSTEM BEING DEVELOPED BY THE COAST GUARD AND ARE NOT AVAILABLE FOR GENERAL PORT OPERATIONS MESSAGES.******** USE CHANNEL 20 ONLY FOR SHIP-TO-COAST MESSAGES.**********

HARRIS ALSO STATES THAT THE BOOK NOTED IN THE FEBRUARY COLUMN "MARINE RADIOTELEPHONE USERS HANDBOOK" LISTS THE LOCATION OF COAST GUARD UNITS GUARDING CHANNEL 16 (156.800),AND THE LOCATION OF EVERY MARINE OPERATOR IN THIS COUNTRY AND THEIR FREQUENCIES.

HE ALSO NOTED RECEIVING FISHING VESSEL TRAFFIC ON CHANNEL 15 (156.750) WHICH IS LISTED AS A SHIP RECEIVE ONLY CHANNEL. ANYBODY HEARING ANYTHING ON CHANNEL 15 (156.750) DROP YOUR VHF EDITOR A LETTER SO WE CAN LEARN MORE ABOUT THIS FREQUENCY AND ITS USEAGE.

***** ED NOTE ***** THE LISTING SENT IN BY DAVID(CA-SF-025) INCLUDES SOME OF THE MOST INTERESTING LISTENING IN VHF MARINE RADIOS SPECTRUM.

VHF Marine continued

IT CONCERNS THE STATION BOATS FROM THE VARIOUS COAST GUARD STATIONS THROUGHOUT THE UNITED STATES AND CANADA. IT IS VERY INTERESTING LISTENING TO THESE BOATS TALKING TO THEIR STATIONS ABOUT THE CIRCUMSTANCES THEY ENCOUNTER WHILE ON RESCUE CASES. ALSO YOU CAN HEAR THE ACTUAL BOAT IN DISTRESS. YOU KNOW THAT MOST OF THE TIME THAT THIS INFORMATION IS OF AN EMERGENCY NATURE AND A LOT OF IT YOU DO NOT READ ABOUT IN THE PAPERS. AS SPRING APPROACHES US THE BOATING SEASON IS ABOUT TO BLOOM INTO FULL BLOSSOM. GET OUT YOUR RADIOS THAT GATHERED DUST THIS WINTER AND DUST THEM OFF AND GET SET FOR SOME OF THE BEST SCANNING AROUND.

TO ALL OF YOU THAT HAVE SENT IN INFORMATION OR REQUESTED SOME, I WILL BE WRITING TO ALL OF YOU IN THE NEAR FUTURE.

LETS KEEP UP THE GOOD WORK AND SEND IN SOME INFORMATION AND IDEAS TODAY. NO MATTER HOW SMALL THEY MIGHT BE, I APPRECIATE THEM ALL. LETS MAKE THIS THE BEST MARINE COLUMN AROUND.

I WOULD ESPECIALLY LIKE TO GET IN CONTACT WITH SOMEONE WHO CAN SUPPLY ME WITH A U.S. COAST GUARD STANDARD DISTRIBUTION LIST (NUMBER 111)(COMDTNOTE 5605 (OLD CG-131)). THIS LISTS LISTS ALL THE COAST GUARD UNITS AND VESSELS AND ADDRESSES. THE ONE I HAVE IS A 1980 EDITION AND I NEED TO UPDATE IT. ALSO I HAVE A COAST GUARD RADIO FREQUENCY PLAN #COMDTINST M2400.1 WHICH I NEED TO UPDATE. THIS EDITION IS ALSO A 1980 EDITION. THESE BOOKS ARE NOT GENERALLY AVAILABLE TO THE GENERAL PUBLIC BUT DO COME IN VERY HANDY IN ANSWERING YOUR QUESTIONS ABOUT THE COAST GUARD. ANY HELP WOULD BE APPRECIATED.

WELL SO LONG FOR THIS MONTH - SEE YOU NEXT MONTH WITH LOTS OF GOOD INFO.

R. C. M. A. NEW MEMBERS LIST

CALA522 O'LEARY, LISTER;243 NORTH ISABEL ST #10;GLENDALE, CA 91206
CALA523 PANTERA, JOHN F * ADDRESS WITHHELD BY REQUEST
CALA524 MORRIS, RONALD F;4823 CANEHILL;LAKEWOOD, CA 90713
CAOR253 SMITH, MICHAEL D;P.O BOX 2733;CYPRESS, CA 90630
CAOR254 TAYLOR, JAMES;12221 BLUEBELL;GARDEN GROVE, CA 92640
CAOR255 REED, BILL ;5542 MAYPORT DR;HUNTINGTON BEACH, CA 92649
CAOR256 BICKFORD, H GRAY;202 N ALESSANDRO;SAN CLEMENTE, CA 92672
CARI049 MORRIS, JAMES R;2004 KELLOGG;CORONA, CA 91720
CASB057 KINNEAR, CHARLES E;P.O. BOX 323;PATTON, CA 92369
CASB058 WARNOCK, WILLIAM E;599 REDDING WAY;UPLAND, CA 91786
CASZ007 STEVENS, ROBERT L;3113 BERTIS DRIVE;SACRAMENTO, CA 95821
CO 039 SNYDER, LARRY F * ADDRESS WITHHELD BY REQUEST
FL 173 HARTLEY, JOHN E;81095 ORANGEDALE RT;
GREEN COVE SPRINGS, FL 32043
FL 174 SANDOWSKY, JONATHAN /TECH COMM;3000 BURRIS ROAD;
FORT LAUDERDALE, FL 33314
IL 258 BROADWELL, RANDY N9APP;655 CONGDON AVE;ELGIN, IL 60120
MI 127 SEVIN, HARRY L;2341 CAMBRIDGE;BERKLEY, MI 48072
MI 128 SKWIRSK, ROBERT;54534 ELM;WYANE, MI 48184
NY 251 BOGART, TOM;P.O. BOX 145;GREENE, NY 13778
NY 252 GHIRALDINI, ROBERT J* ADDRESS WITHHELD BY REQUEST
NY 253 STOFKO, MARK;12 PARK AVE;SPRING VALLEY, NY 10977
NY 254 ROBINSON, GARY L;510 WASHINGTON AVE APT-1;ALBANY, NY 12203
PA 182 KASTAN, ANDREW;104 15TH ST;GREENVILLE, PA 16125
PA 183 ZIMMER, MATTHEW J;310 S PHILIP ST;PHILADELPHIA, PA 19106
PA 184 LEBLANC, CONRADE E;1073 TREMONT DR;GLENOLDEN, PA 19036
TX 130 FIRESTONE, AARON;507 BUFFALO DR;ARLINGTON, TX 76013
TX 131 SCHWARTZ, WILLIAM M;5319 PAISLEY LN;HOUSTON, TX 77096
WA 046 BLADOW, LAYNE;1020 NE 125 #22;SEATTLE, WA-98125
WI 062 SAMPSON, DANIEL J;ROUTE 1 BOX 36;BLACK RIVER FALLS, WI 54615
CANA098 FARRELL, RUSSELL T;PO BOX 1171 ST CATHARINES;
ONTARIO L2R 7A7, CANADA

FAQ'S

The R.C.M.A. Board is taking this opportunity to answer the many letters of inquiry we have had on the following topics.

MEMBERSHIP CARDS AND BADGES

The R.C.M.A. has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. Other clubs may have several gimmics or commercial good deals. Our good deal is the newsletter, which you as members get to write.

MEMBERSHIP RENEWAL DATE

The date printed by your membership number on your label shows the last month of your current membership. You should renew by this date to insure continuous reception of the newsletter.

Several misunderstandings have occurred due to the fact the newsletter we mail this month is carrying a cover date of next month. The advanced date is used to allow USPS to deliver your newsletter to you on time. Your letter is mailed approximately four days after the monthly board meetings.

PRORATED MEMBERSHIPS

To save postage and other complications, if your original membership application was not accompanied by the correct amount. You received a prorated membership label of less than 12 months. Please do not send in the extra amount to finish the year, just renew when your prorated date comes up.

SPECIAL FREQUENCY REQUESTS

Contact your local R.C.M.A. group for frequencies in your area or use the contact column of the newsletter. We are not yet set up for a national distribution of frequencies. We have discussed this possibility, but the current logistics of the newsletter has stopped us. Ultimately the big picture would include copies of the F.C.C. and I.R.A.C. data bases, a fast computer, and software to select and sort in any order. e.g. Frequencies along route 66 from Chicago to Tulsa in order of the cities passed. Should anyone want to bluesky on this announce your intentions in the Contact Column. We will get there. The Auto Club can plan a road trip, we should be able to give you a frequency map someday....

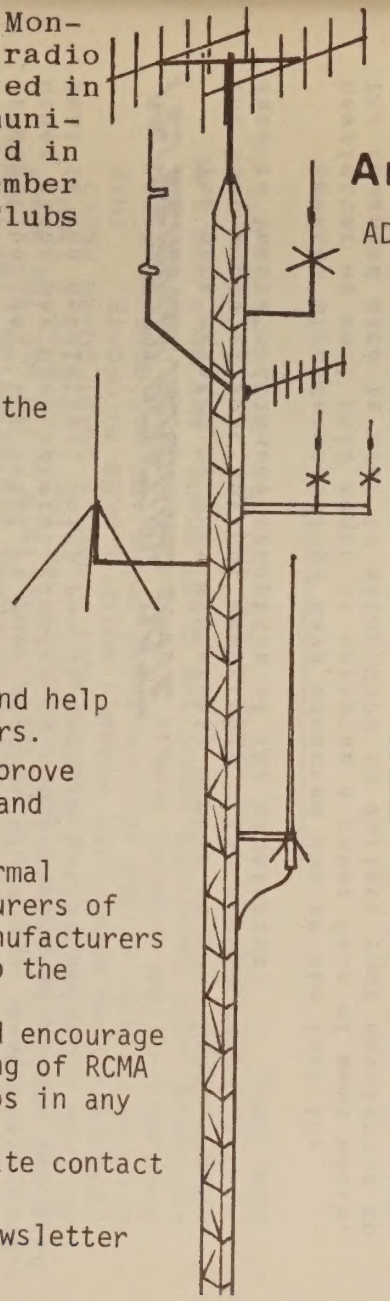
MATERIAL FOR EDITORS

Please send frequency reports and comments directly to the appropriate editor. Until we get the big data base system, the use of a central distribution P.O. Box for everything has lots of delays.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



RCMA
P.O. Box 4563
Anaheim, CA 92803

ADDRESS CORRECTION REQUESTED

BULK RATE
U. S. POSTAGE
PAID
ANAHEIM, CA 92803
PERMIT NO. 397

NJ 007 RENEWAL DATE 04/83
LINZMAYER, WEBB
P.O. BOX 157
MORRIS PLANES, NJ 07950

RUSH -- ITEMS OF NEWS VALUE
TIME VALUE